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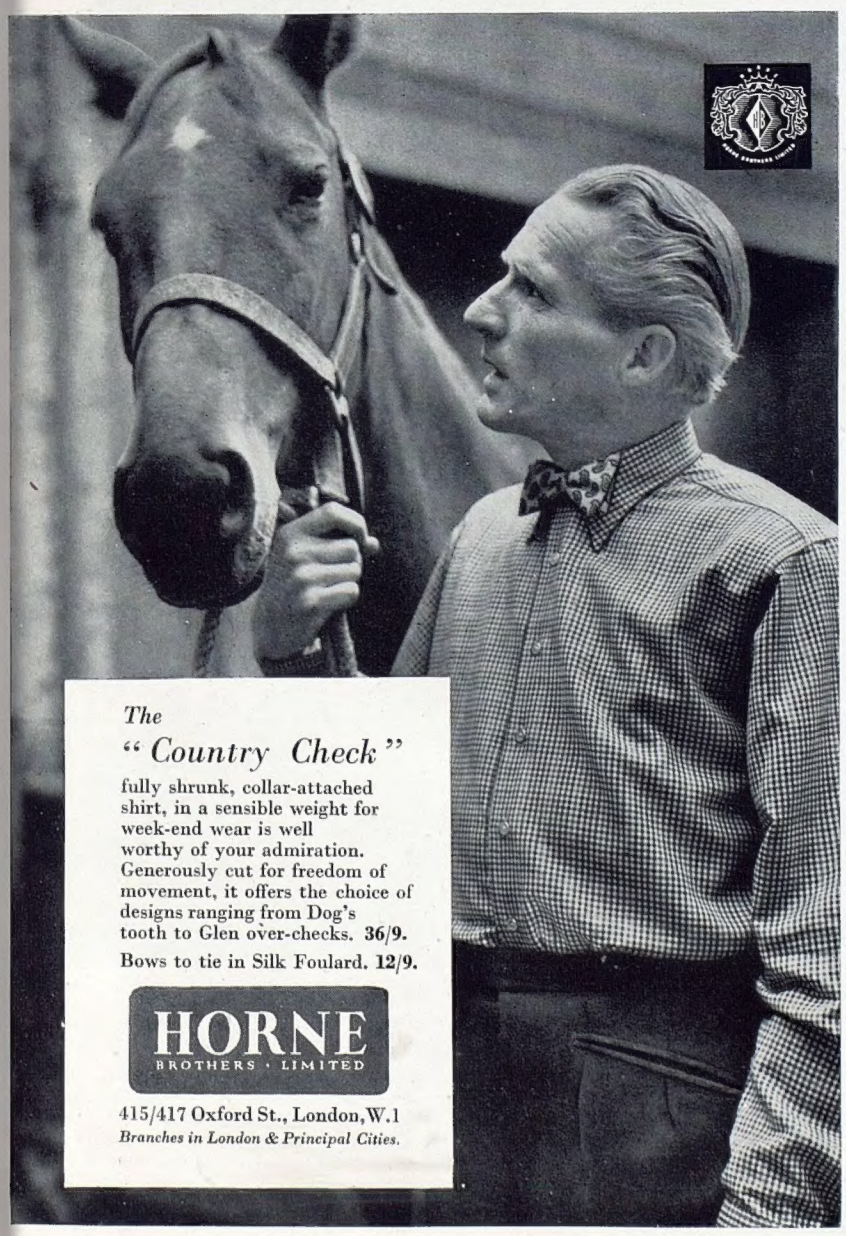

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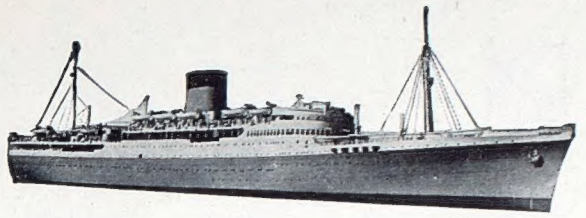

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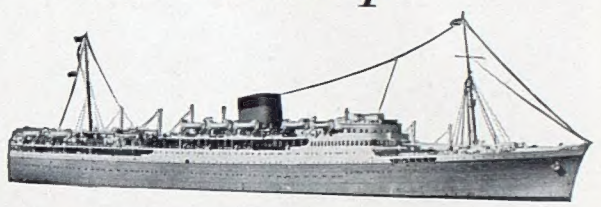

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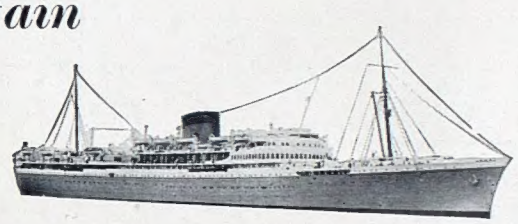

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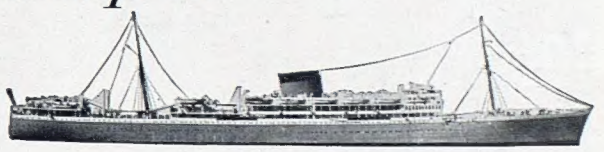

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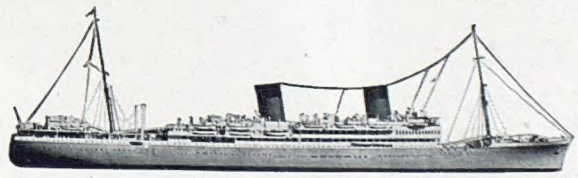

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Volume CCXXIX No. 2975

The SPHERE, London, April 6, 1957

The SPHERE

with which is incorporated THE GRAPHIC

LORD SALISBURY AFTER HIS RESIGNATION—THE FORMER LORD PRESIDENT OF THE COUNCIL AND LEADER OF THE HOUSE OF LORDS IS SEEN LEAVING HATFIELD PARISH CHURCH LAST SUNDAY : He is accompanied by Lady Salisbury and Lord Hood. Two days previously, the Marquess, an Elder Statesman and leading figure of the Conservative Party, had resigned from the Cabinet. He disagreed with the decision to release Archbishop Makarios " in the circumstances in which that action is being taken."

In his letter of resignation to Mr. Macmillan, Lord Salisbury made clear the reason for his drastic and unexpected step. He believed that Government action in releasing Archbishop Makarios would only have been justified if the Cypriot leader had " appealed unconditionally to Eoka to call a halt in its campaign of terrorism." Because this had not been done, the Marquess added, " I gravely fear we shall have a sword of Damocles hanging over our heads." The resignation of the Lord President was a great shock to the Conservative Party, but some comfort could be taken from his declaration that he remained, in general, a strong supporter of the Conservative Government and of Mr. Macmillan as Prime Minister. Lord Home has been appointed to succeed Lord Salisbury as Lord President and Leader of the House of Lords and continues in his post as Secretary for Commonwealth Relations. It is the second time that Lord Salisbury has resigned from office on a matter of principle. In 1938 when, as Lord Cranborne, he was Under-Secretary to Mr. Eden at the Foreign Office, they both resigned because of disagreements with Mr. Chamberlain over his Italian policy.

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The SPHERE with which is incorporated THE GRAPHIC

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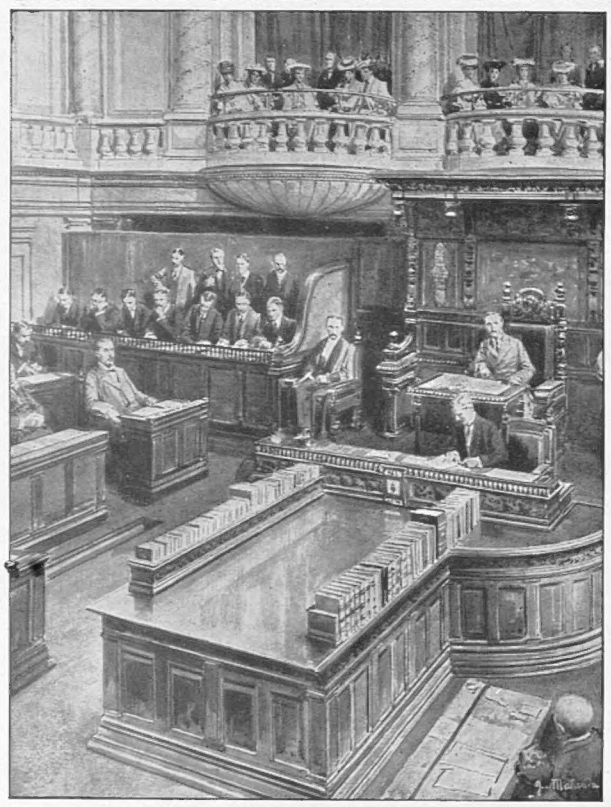
FROM "THE SPHERE" OF 50 YEARS AGO



THE FIRST PARLIAMENT OF THE TRANSVAAL: Lord Selborne, the High Commissioner for South Africa, in the Chair, presides over the swearing-in of Members at Pretoria. Sitting at the single desk on the left is General Botha, who had just become Premier of the Colony. After the end of the Boer War in 1902 the Transvaal was governed as a Crown Colony by a Governor assisted by nominated Councils. However, in 1906 the Colony was granted responsible government, the first Parliament meeting in March 1907.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195-198, STRAND, W.C.2.

Bermuda Bargains ?—I don't like the word "bargains" in this context, though I suppose all agreements, even on moral principles, are matters for bargaining. The sleuths on the spot, anticipating the official report of business done, were optimistic. The gulf was narrowed if not joined again in Anglo-American relations and some satisfactory guarantees and promises have been exchanged. The official report broadly confirms that optimism, if in the customary more restrained and vaguer form. Mr. Macmillan is still to be heard. Take Suez. The talks resulted in Mr. Dulles taking another of his remarkable side-jumps, an urgent cable to Mr. Hammarskjoeld supplying him with a whip and a carrot to expedite his negotiations with Nasser. If Nasser co-operates, American dollars again. If he won't, economic sanctions and perhaps the ghost of that old world gunboat. Mr. Dulles must often have puzzled Mr. Hammarskjoeld as he has puzzled us. But there is nothing recently in Mr. Hammarskjoeld's actions to suggest that he regards himself as the paid servant of the U.S.A., or indeed of any authority but U.N., with the possible exception of Nasser. But perhaps he welcomed Mr. Dulles' cable, since his Nasser talks are sticky and his U.N. organisation looks sicker and sicker as they hang fire. The difficulty remains that both Britain and the U.S.A. have their own special clients in the Middle East and that a common policy cannot hope to placate them all. And the implementation of any common policy, if Nasser remains a dictator, is left vague in the extreme. More exact and concrete is the promise of America to stockpile us with smaller guided missiles on our guarantee to go on defending American bases in Britain from the air and to slow down our proposed cuts in overseas defence commitments. I feel no doubt that, whether or no Bermuda has smoothed the way to the settlement of many grave international problems, it has smoothed down the herring pond, and that is a great good.

Nuclear Tests.—It is clear enough (it would be odd if it were not clear) that all governments who for their security press on with nuclear tests, are very much alive to the hatred and anxiety felt by the peoples of the world about these experiments in the unknown. We are alternately lulled into complaisance by assurances that there is no danger from outfall and radiation and alerted again by proofs that these dangers are real. The powers that be are like children outside the lion's cage. "He won't bite, he *will* bite, he won't, he *will*." But still the nuclear powers must, rather than bear the ills they know, fly to others that they know not of, and it makes cowards of them all. Thus England and America at Bermuda cordially agreed that the security of the free world still depends in a marked degree on the nuclear deterrent and that nuclear tests are therefore necessary "for the present." That "for the present" shuts the door on any realistic form of world disarmament, but since neither Eisenhower nor Macmillan expect suffering humanity to be satisfied "for the present" with a *status quo*, a formula is presented to suggest that progress is being made and the door left open between the West and Russia. "We must go on pulling the lion's tail, but we 'll tweak it as seldom as possible and with great precaution, and we 'll let you come and see us doing it, if you will give us a pass to your zoo when you are enjoying the same recreation. It may be a dangerous game, but we are all in it together."

Governments and Industrial Disputes.—With so many grievous and disastrous strikes in being or pending at a time of crisis both political and economic, few of us needed to be told that conditions in industry are embittered and have become too complicated for the machinery of conciliation. A good deal is blamed on Communism—and rightly. A good deal on the loss of control by unions over their members and on the loss of control by steady heads over the direction at all levels of organisations to safeguard the worker's right. And naturally a good deal is blamed on managements for lack of human touch, sympathy, and so on. We may think that Governments in recent years have been let off lightly in sharing such criticism. Successive Governments, many of us may think, have over-emphasised in speech and practice their duty of impartiality, their Olympian detachment from industrial strife, always emphasising their willingness to help with advice, if asked (and indeed working with a will when a chance offers). But such detachment has led to grievous shuffling off of a Government's duty to the electorate, to postponing action and acerbating bitterness. After all, a Government's first duty is to govern, and there is no hard-and-fast line which lays down where alone that duty may be exercised in the interests of the nation as a whole. And if long stoppages in vital industries or the break-up of the Health Services (to-day of all days) lie outside its province, then the nation's interests are very partially defined. We know that a threat to the people's food supplies or essential services has always justified intervention. The shipbuilding strike, the engineers' and railwaymen's and doctors' threats, the congestion and stagnation at Southampton Docks and elsewhere, all these instantly and vitally threatened the nation's food and well-being and demanded a Government's leadership.

A Little Realism.—Honour and glory and Birthday Honours to all concerned in all and any successful efforts to buy off this load of mischief—these accumulating strikes, to ease the lot of millions of workers on the bread line. Starvation . . . when ? Two years hence, I dare say. But to-day or to-morrow ? Be your age. Live in your age which lives only in the present. The future can take care of itself. Present cash has present laughter. What 's to come is nobody's business. Use your new petrol coupons to drive through the big industrial centres from Birmingham to Glasgow and judge for yourself how nearly the chill finger of starvation was gripping the workers' "kiddies." Hoist that ballyhoo on the forest of TV masts, wash it out in the washing machines, freeze it in the deep-freezes, drown it in the "pools," lose it on the racecourses and the football stadiums. And if, gentle reader, you must shed tears for someone, shed them in your middle-class home. There 's plenty of money about for all sorts of fun and games with strikes and settlements among the people whose work is important, even if you and I and the vicar can't join in the fun. I recall the quite justifiable "sentimentality" which followed on the First World War. The poets voiced it. That lost generation had sacrificed their present to buy the future of the generations yet unborn. The doughty fighters in the modern industrial great wars prefer to sacrifice the future to buy their present, and only you and I (and the vicar) see in that anything to deplore. On with the dance !

County Constabulary Centenary.—The West Sussex Constabulary this year celebrates its centenary as a whole-time paid force. West Sussex, always a stronghold of Conservatism, was a late starter, and acted nearly twenty years later than some of her sister shires. Perhaps the appalling state of her roads contributed to the delay. In January 1857, General Quarter Sessions, then held at Petworth, appointed a

£4,500 FOR A MAURITIUS PENNY STAMP

A RECORD PRICE AT A LONDON AUCTION: Mr. H. R. Harmer holds up a rare Mauritius 1d. red stamp before it is sold at his firm's auction rooms in Bond Street. The stamp, of which 500 copies were printed 110 years ago, was mistakenly inscribed "Post Office" instead of "Post Paid." The copy up for sale was one of the two known unused copies. It was bought jointly by the Manchester stamp firm of J. E. Lea and a London dealer, Mr. H. Nissen, for £4,500, a record figure for any single stamp sold on the London market. The vendors were the Young Men's Buddhist Association, to whom it had been given by Sir Ernest de Silva, of Ceylon, who bought the stamp in 1934 for £2,500.

chief constable, six superintendents, four sergeants and sixty constables. A constable's minimum wage was 18s. a week, with a greatcoat and tall hat as uniform. The mobility of the force was assured by an establishment of six horses and six carts. The constables used their feet to good purpose—20 miles a day. There were no pensions. At that time the population of West Sussex was about 115,000, and serious crime was rare. Gypsies, poachers and tramps (as the early records of Petty Sessions show) gave the force their chief headaches. Foot-and-mouth disease, then rampant, and illicit prize-fights and rowdyism at Goodwood Races gave them something more to worry about. It was not until 1889 that the magistrates passed some of their responsibilities, in particular police functions, to the Standing Joint Committee. From that time the West Sussex S.J.C. has had only six chairmen and the force has had only four chief constables in a century. The population served has probably quadrupled in a century, and the problems which have faced the chief constables have multiplied and concentrated in the reign of the present holder of the office, with the new towns, the enormous development of the seaside towns, the traffic problems and preponderating prosecutions for traffic offences, the incidence of crime and juvenile crimes in the congested areas. Good roads and modern means of communications attempt to keep pace with the ever multiplying problems. If the tramps, the drunks and the poachers are rare birds in court to-day, prosecutions for traffic offences, which bulk far largest in Petty Sessional calendars, absorb the lion's share of the time of the force, now grown to 458, and still under strength. Few counties can show such transformation between 1857 and 1957 from primitive "eighteenth-century" conditions as can West Sussex. In acknowledging its debt to its police force, this delectable shire remembers what it owes to a handful of chairmen-landowners of the S.J.C. and less than a handful of chief constables.

Prehistoric Fort Next Door.—I look forward during week-ends this summer to some local archæology. At Hammerwood, Iping, near Midhurst, aerial photography has discovered on or near the line of the Roman road from Chichester to Silchester a major earthwork which is to be dug out at week-ends. It consists of a double rampart with a concealed entrance, and it may prove to be either of Iron Age or Roman origin. The ramparts still stand 10 ft. high in parts above the Vallum. Aerial photography also disclosed the Roman road which, however, can be clearly seen in certain lights and conditions where it crosses Iping Common. Where it approaches Hammerwood, it had long before been called the Roman Road, presumably by ancient tradition. The line of the long road, if it connected Silchester (*Calleva Atrebatum*) with Chichester, was by no means dead straight. At some point north of Iping, it must have linked north-west. (It can have had no connection with the Roman road from Chichester which led to the Roman villa at Bignor.) But from Chichester to the site of the fort, now to be uncovered, the road runs almost due north in a straight line, and on occasions, both under snow and in summer, I have often traced it with the naked eye across Iping Common to this fort at Hammerwood. So I shall bank on the earthwork proving to be Roman, and shall hope for entertainment and instruction on summer Sunday afternoons and possibly even a gleaning of Roman remains when the experts have taken their fill. My ignorance of archæology is profound. So is my interest in it.

Housing Estates and Condensation.—It is no new thing for tenants of new housing estates to complain of damp and condensation for a year or more after they move in to council houses. In the urgent need for homes, no doubt the tendency is to enter into possession too soon. Perhaps the same urgency compels the authorities to build their houses with too little consideration of the problems inherent in the chosen site, and even to use unseasoned wood. In country districts "like some tall palm the noiseless fabric grows," and by the time the whiting is washed from the panes, the lawn grass sown and those useless, hideous and enormous curbs have been laid beside the tarmac roads which lead down to the muddy lanes, the villagers feel that the new wen has risen like a mushroom in a night. The great housing estate, Ackroyden, on Wimbledon Common, cost the L.C.C. £1,000,000. It was completed three years ago and won a gold medal for the architects. But the tenants of the flats and maisonnettes have not all settled down contentedly. Still after three years about 25 per cent. of them complain of damp walls, rotting floor-boards and peeling ceilings, and the L.C.C., while they consider the complaints exaggerated and still wait for the water to dry out from the cement, have constantly employed their workmen to try to cope with the damp. They have tried in vain to soak it up with cork linings and to air it away with ventilators. Central heating, no doubt, would have done the trick, but that is too costly, and would have brought up the average rental to £2 5s. a week. Alas, surface perfection is not enough! The earth is a hard ground-landlord and sometimes even 27s. a week is an outsize rent for a sweated tenant to pay.

THE OLD STAGER

THE 25–1 WINNER OF THE LINCOLNSHIRE HANDICAP

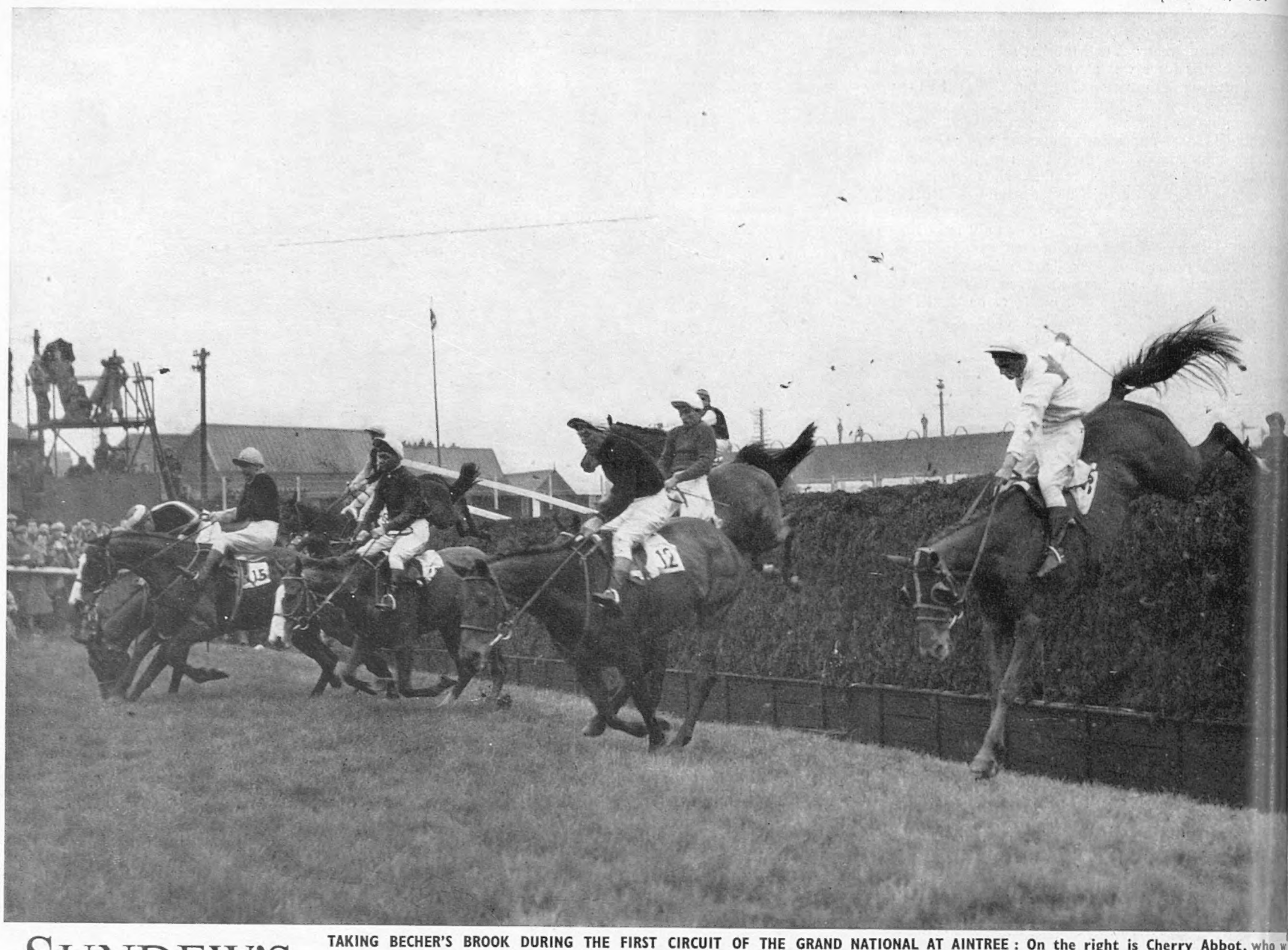
BABUR LEADS BY A LENGTH AT THE FINISH: Captain S. Riley Lord's four-year-old, ridden by E. Hide, wins at Lincoln from Setting Star (W. Snaith up), in the foreground. Nicholas Nickleby (J. Gifford), on the rails, was third. The winner was trained by C. Elsey, the leading trainer of last season, and at 25 to 1 was less fancied than Elsey's other runner, Dionisio, who started at 100 to 8. There were thirty-two runners in the first big race of the flat season, and in the early stages Phaeton ran into a clear lead. This he held until a furlong and a half from home. Then Babur and others drew level and passed him. Setting Star, outpaced in the first four furlongs, finished strongly to take second place.

On left—

CONGRATULATIONS FOR THE WINNER: Miss Scylla Riley Lord, daughter of the owner, pats Babur after he had won the big race on the Carholme, at Lincoln.

CHOOSING THE PICTURES FOR THIS YEAR'S ROYAL ACADEMY

THE SELECTION COMMITTEE IN SESSION: From the left are: William Dring, R.A.; Marshall Sisson, A.R.A.; Louis de Soissons, R.A.; Andrew Freeth, A.R.A.; William McMillan, R.A.; John Nash, R.A.; Charles Cundall, R.A.; Charles Wheeler, the recently-elected President of the Royal Academy; Ruskin Spear, R.A.; Carel Weight, A.R.A.; B. Fleetwood-Walker, R.A.; Arnold Machin, R.A. Standing behind Mr. Dring is Humphrey Brooke, Secretary of the Royal Academy.



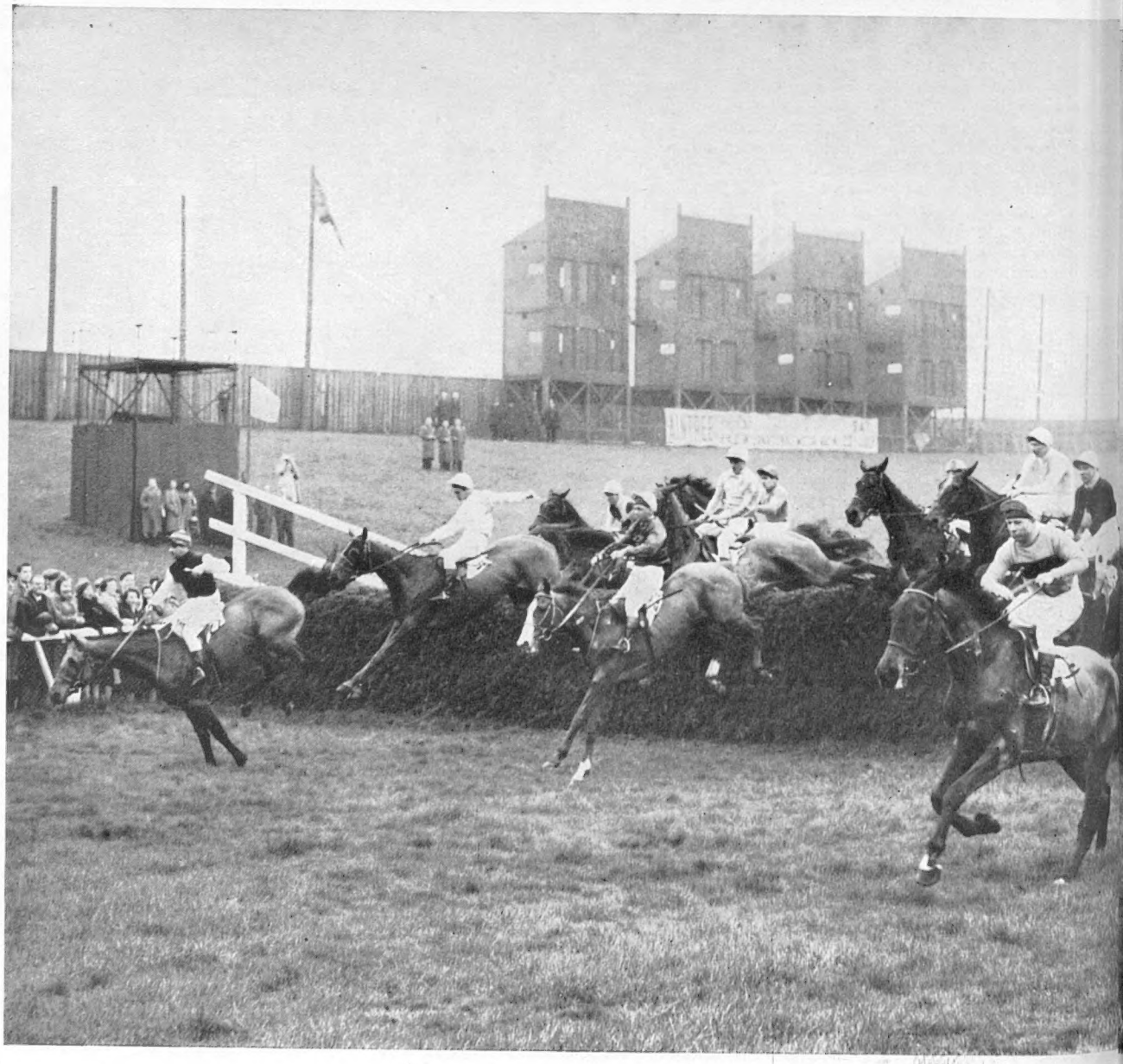
TAKING BECHER'S BROOK DURING THE FIRST CIRCUIT OF THE GRAND NATIONAL AT AINTREE: On the right is Cherry Abbot, who w one of the horses to fall at this jump. By this time Sundew, with F. Winter up, was three lengths in the lead, having go ahead earlier in the race. He finished eight lengths ahead of Wyndburgh to win the Grand National in his third attem

SUNDEW'S GRAND NATIONAL

He Succeeds in His Third Attempt at Aintree After Leading Nearly all the Way

Soon after the start of the Grand National at Aintree, Sundew, owned by Mr. and Mrs. G. Kohn and trained by F. Hudson, took the lead and eventually finished eight lengths ahead of Wyndburgh. Armorial III was well up in the early stages, but he fell at the fourth fence. By the time the field reached Becher's Brook on the first time round Sundew, with Fred Winter up, had drawn away from Athenian and Much Obliged and was three lengths ahead. Athenian continued to follow Sundew until he fell at Valentine's in the second time round. E.S.B., The Crofter, Glorious Twelfth and Wyndburgh then took up the challenge, E.S.B. bringing the lead down to a length, but Sundew held fast and drew away to win from Wyndburgh. Tiberetta was third. Of the field of thirty-five to start in the race, eleven horses finished the course.

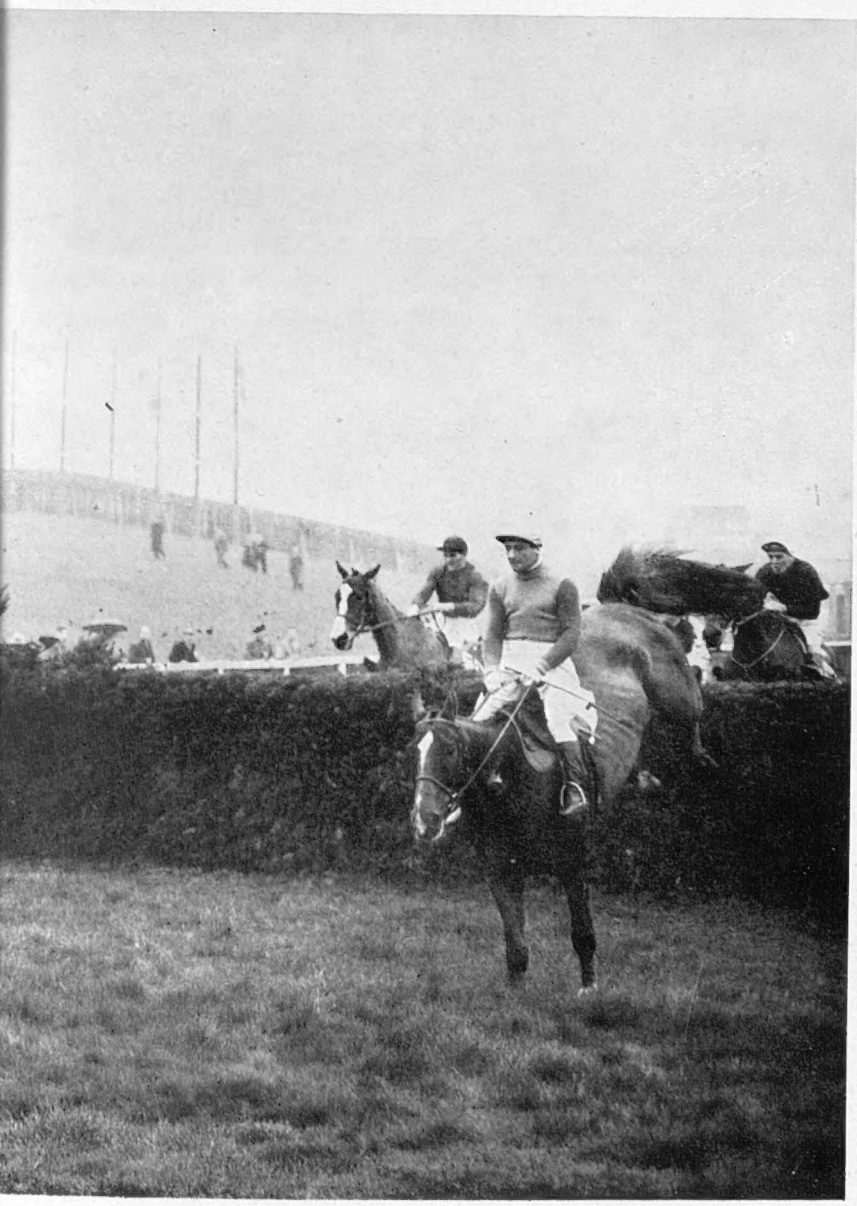
This was Sundew's third attempt at the National. On the first occasion he fell four fences from the finish, and last year he came down at Becher's on the second time round. He was offered for sale at Newmarket in December of last year, but he failed to make his reserve. His time in the National was 9 mins. 42·2 secs. It was the fourth time Winter had ridden in the National and this was his first victory in the race.



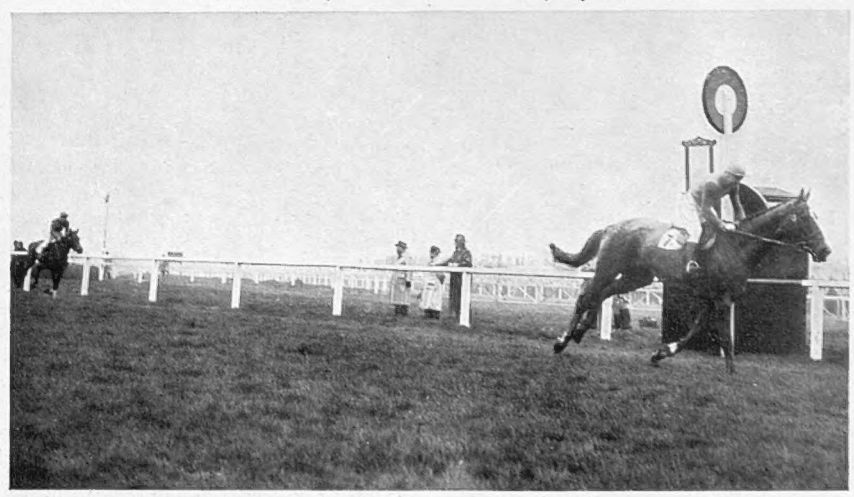
On right—

AT THE FIRST FENCE, FIRST TIME ROUND: Having taken the fence Sundew is seen on the right of the picture. In the centre foreground is Armorial III (who fell at the fourth fence) leading Athenian.

EARLY DISASTER IN THE NATIONAL: Hart Royal, with P. Pickford, falls after taking the first fence. He was joined by Rendez Vous III and Virginius. Just about to pass Hart Royal is Merry Throw, who finished ninth. Armorial III was in the lead at this point.



OVER THE TOP AT BECHER'S ON THE SECOND TIME ROUND: Sundew (partly hidden) leads the way, followed by Athenian and The Crofter. Looking on is jockey G. Underwood, who had fallen with Cherry Abbot at the same jump on the first time round.

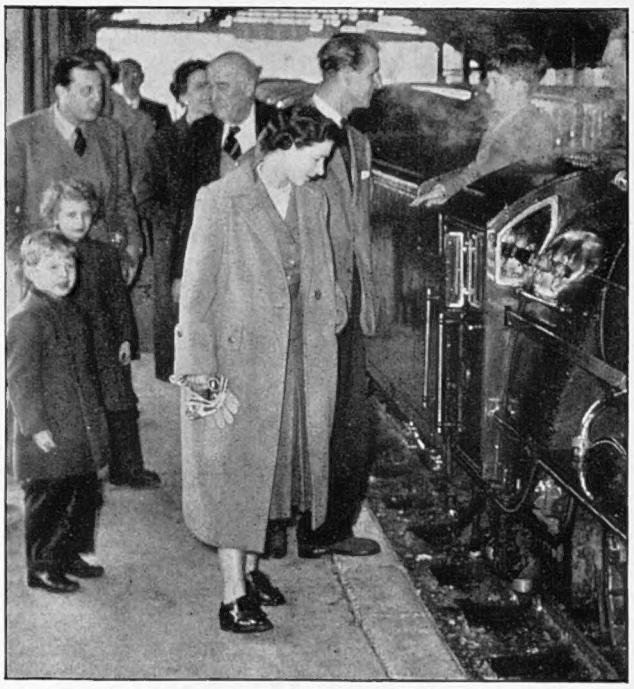


FRED WINTER RIDES SUNDEW TO VICTORY: They pass the finishing post eight lengths ahead of Wyndburgh, ridden by M. Batchelor. This was the first time that Fred Winter had ridden the winner of the Grand National, although it was his fourth attempt.

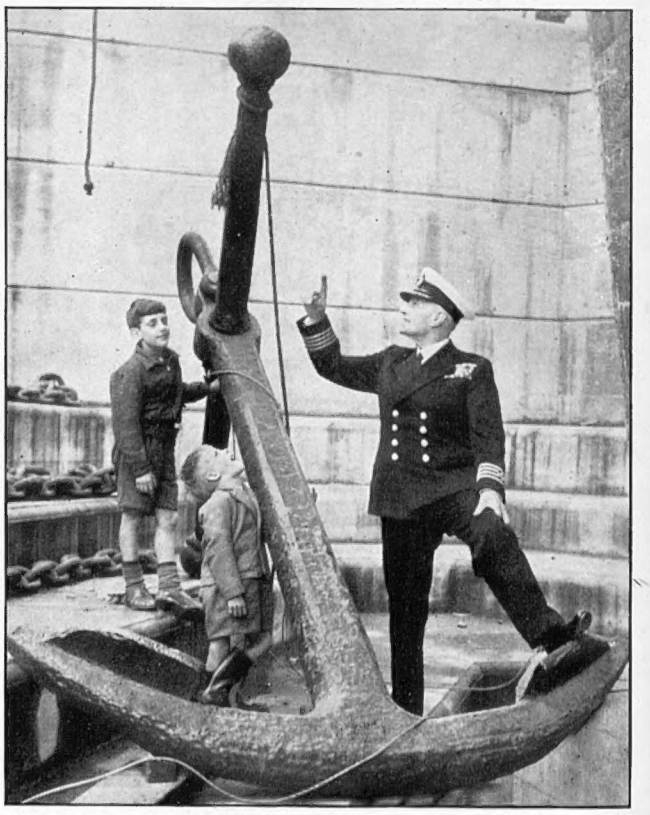
THE NEWS IN PICTURES

THE QUEEN AND DUKE WORSHIP IN VILLAGE CHURCH: The Queen walks with the Rector, the Rev. H. L. McDonald Liegeois, from the eleventh-century church at Mersham, near Ashford, Kent, where they attended morning service last Sunday. Behind Prince Philip is Lord Brabourne. The Queen and Prince Philip, with Prince Charles and Princess Anne, were week-end guests of Lord and Lady Brabourne at Mersham.

PRINCE CHARLES ON THE FOOTPLATE: Last Saturday Prince Charles realised every boy's ambition by riding on the footplate of a Pacific-type engine of the Romney, Hythe and Dymchurch Light Railway. With him is foreman-driver George Barlow. *Below*—The Queen and Prince Philip on the platform at Hythe talking to "Driver" Prince Charles, whose head appears through the steam. On the left is the Hon. Michael Knatchbull, Lord Brabourne's seven-year-old son, Princess Anne and Lord Brabourne. For a three-mile stretch the Duke of Edinburgh acted as stoker, while the rest of the party travelled behind in a train of six coaches and a guard's van.



STRIKE BAN LIFTED FOR EMERGENCY REPAIRS: The Lizard lifeboat rests beside the 7,215-ton Italian ship *Corallo* in Falmouth Harbour, Cornwall. The hole in the vessel's side was sustained in a collision with the Norwegian *Nopal Branco* (5,318 tons), 25 miles south-east of the Scilly Isles. The lifeboat had accompanied the ship to harbour in case of difficulty on the way. The strike was lifted in Falmouth Shipyard so that emergency repairs could be carried out on the *Corallo*. The Norwegian vessel in the collision was only very slightly damaged and was able to go on her way without having to return to port.

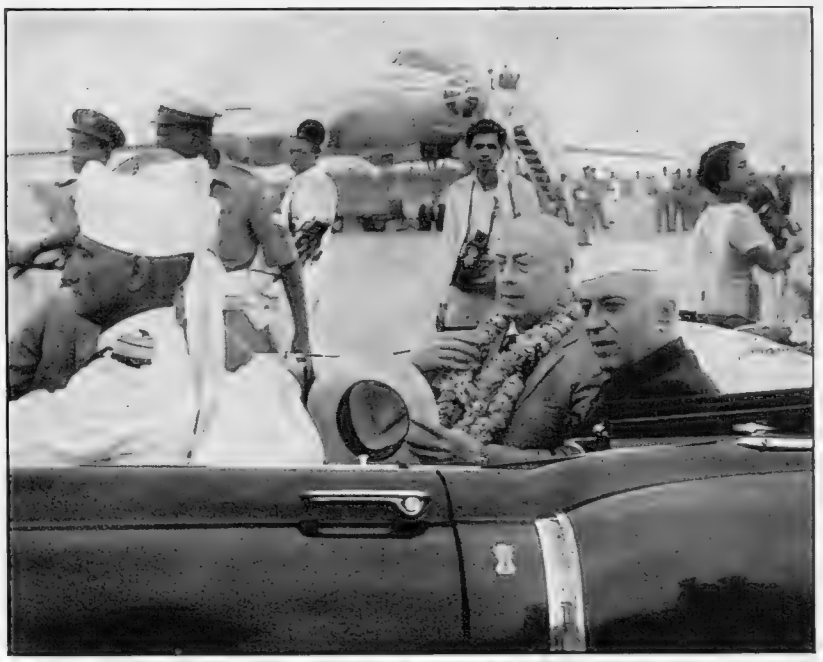


THE "CUTTY SARK'S" MASTER-DESIGNATE: Commodore Sir Roy Gill stands on the anchor of his ship explaining a point to Michael and Raymond Monnegan, of Greenwich. Sir Roy will take over the responsibilities of Master when the refit is completed; he has spent many years under sail and has had a distinguished naval career. He is now on the retired list.

REJOICING IN CYPRUS: A group of Greek Cypriots shake the hand of a lance-corporal of the Gloucestershire Regiment after the news of Archbishop Makarios's release.

ARCHBISHOP MAKARIOS'S RELEASE IS GREETED WITH ENTHUSIASM IN CYPRUS: A crowd of Greek Cypriots waving Greek flags and a portrait of Archbishop Makarios lay a wreath on a statue in Nicosia after the news of the Archbishop's imminent release from exile. Within minutes of the news being received the bells of Greek churches all over the island were being rung in celebration. In the capital almost the entire Greek Cypriot population were out of their houses cheering and laughing in the narrow streets and waving to British troops. So intense was the general rejoicing that the curfew was completely ignored and Greek Cypriot youths, all of whom should have been at home, were parading the streets with Greek flags crying "Enosis." British military police followed behind them but made no effort to interfere. Crowds in Nicosia also marched to the central prisons where suspected terrorists are detained or imprisoned. They shouted "We won, we won," and waved Greek flags. After the celebrations had gone on for several hours in Limassol an armoured car appeared in Heros Square and attempted to disperse the crowds with tear gas but the demonstrations continued. In Larnaca, Bishop Anthimos, of Kitium, who is under house arrest, said "I regard the release as an act contributing to smoothing the situation and creating conditions of peace according to the United Nations resolution."

REFUGEES IN CALCUTTA: Men, women and children are encamped on the pavement near Howrah Station, the main railway terminus of Calcutta. They are some of a large influx of refugees who recently arrived in the city. According to reports, they had originally come into India from East Pakistan and been settled in Bihar Province. However, they claimed that as they were Bengalis they were not able to settle happily among the Biharis.



THE POLISH PRIME MINISTER'S VISIT TO INDIA: Mr. Nehru is sitting with Mr. Josef Cyrankiewicz, the Polish Premier, in a car at New Delhi Airport, after the latter's arrival on a ten-day State visit. In the background is a TU 104 of Aeroflot, the Soviet airline, which brought Mr. Cyrankiewicz and his party of advisers from Poland.

THE ISRAELI PREMIER WITH HIS TROOPS ON THE GAZA FRONTIER: Mr. Ben-Gurion chats with Israeli soldiers during a recent tour of military installations facing the Gaza Strip. On the much-disputed border between Israel and Egypt, United Nations units took control of the demarcation line last month. But the Israelis are not relaxing their precautions against Egyptian raiders breaking through the patrols of the United Nations Emergency Force. Along the Israeli side of the frontier, civilians as well as soldiers are always on the watch.

BRITISH PREPARATIONS TO WITHDRAW FROM JORDAN: Near the port of Eilat, in Israel at the head of the Gulf of Aqaba, two men watch columns of smoke rise from the Jordan shore on the other side. It was a sign that British forces were blowing up their installations there before withdrawing as result of the abrogation of the Anglo-Jordan Treaty which was recently agreed between the Governments in London and Amman.

The News in Pictures

SNOW BLIZZARDS IN THE UNITED STATES: Traffic passes through snow slush in Omaha, Eastern Nebraska, as a surprise blizzard hits the area. The worst effect of the spring blizzard was felt in the Great Plains, where small communities were isolated, passenger trains cut off and vehicles buried in snowdrifts up to 20 ft. deep before the blizzard swept off in the direction of the Great Lakes. At least eighteen people are known to have lost their lives in the storms, but it is feared that the number will be found to be higher. According to weather forecasts the worst of the storms are now over, but fresh accumulations of snow were expected in certain areas. These included South-Eastern Iowa, North-Eastern Missouri, Northern Illinois, South-Eastern Wisconsin, Southern Michigan, Northern Indiana and the extreme north of Ohio. Two of the trains stranded by the blizzard were the *City of St. Louis*, which was isolated near Winona, Kansas, with over 200 passengers on board, and the Rock Island Line's *Golden State Limited*, which was cut off near Meade, also in Western Kansas. The latter express had some 225 passengers on board. All the passengers were finally rescued.

THE KANSAS TURNPIKE STAYS OPEN: The long highway appears as a dark ribbon winding its way between the massed snowdrifts on either side. The turnpike remained open during the blizzards.

AN AMERICAN UNION LEADER BEFORE A SENATE COMMITTEE: Dave Beck, President of the American Teamsters Union, waves his spectacles as he testifies before a Senate Committee investigating rackets in American labour. He invoked the Fifth Amendment in refusing to turn his personal financial accounts over to the Committee.

A CZECH-AMERICAN MARRIAGE IN PRAGUE: The marriage of the American Olympic hammer-thrower, Harold Connolly, and the Czech Gold Medal discus-thrower, Olga Fikotova, takes place in the Catholic Cathedral in Prague. The first wedding took place earlier in the Town Hall. A Protestant service followed the Catholic wedding. The couple, who met at the last Olympic Games, were able to marry only after special permission had been received from the President of Czechoslovakia.

PREPARING FOR AN ATTEMPT ON ANNAPURNA II: Dr. C. Evans (on right), a veteran of the successful Everest Expedition, and Mr. D. Davies (centre) are shown in Katmandu with the British Ambassador to Nepal, Mr. R. B. B. Tollinton, before leaving for an attempt on Annapurna II. Later, the two men with four Sherpas and twenty-four porters left for the mountain village of Bagra. The party planned to camp at Kakni, 6,000 ft. above the Katmandu valley before continuing their initial trek. They hope to reach Annapurna II by crossing peaks 3 and 4 in the eastern range. Annapurna I was climbed by a French expedition in 1950.

PLEADING FOR THE LIVE THEATRE: From left to right, Felix Aylmer, Dorothy Tutin and Jimmy Jewel make their way to the House of Commons for talks with Members of Parliament regarding the Entertainment Tax. They had come to the House to put the theatre point of view and solicit support for the abolition of the tax in the near future. The crippling nature of this tax has caused several theatres to close their doors. The latest to do so is the Stoll Theatre in Kingsway.

REPUBLIC DAY PARADE IN PAKISTAN: The President of Pakistan, Major-General Iskander Mirza, speaks at a big military parade in Karachi. The occasion was the celebration of the first anniversary of the Republic of Pakistan. The Prime Minister, Mr. H. S. Suhrawardy, also issued a message to the nation. In it he said: "Let us reaffirm our faith in the sanctity of our Constitution, and resolve anew to uphold the principles embodied in it, which are in consonance with the basic principles of Islam." Pakistan was constituted a Dominion in 1947. In March 1956 a new Constitution was proclaimed by which the country became an Islamic Republic, continuing to have full membership of the British Commonwealth of Nations. At the present time there seems little sign of a lessening of the tension between Pakistan and India over Kashmir, although Dr. Jarring, of Sweden, the United Nations Mediator, is visiting India and Pakistan in the hope of finding a solution. Another recent cause of friction has been India's attitude to the suspension of the Constitution in West Pakistan. Karachi has accused Mr. Nehru of interfering in the internal affairs of Pakistan.

THE DEATH OF A VETERAN FRENCH STATESMAN: This is one of the last pictures taken of M. Edouard Herriot, who died last week at the age of eighty-four. He is seen talking with M. Pierre Mendès-France at a meeting of the Radical Socialist Party, in which he was a leading figure. Herriot began his career as a teacher and man of letters. In 1905 he entered politics by becoming Mayor of Lyons and held this post until his death, except during the Second World War, when he was imprisoned in Germany. He was elected Senator in 1912, and in 1924 was Prime Minister for about a year. He was Premier again for brief periods in 1926 and 1932. However, it was as President of the Chamber before the Second World War and of the National Assembly after it that he was held in great esteem and affection far beyond his own nation.

THE SIXTH PRESIDENT OF THE PHILIPPINES TAKES THE OATH OF OFFICE: The former Vice-President, Carlos P. Garcia, is sworn in as President in Manila by the Chief Justice of the Philippines, Ricardo Paras (with arm raised on left). He succeeded to office a few days after his predecessor, President Magsaysay, had been killed in an air crash at Cebu. After the ceremony, by which he became the sixth President of the Philippines, Senor Garcia made a short informal address. He undertook to "carry on the massive programme of the Magsaysay administration," and declared that there would be no sweeping changes in the Government. His first Presidential proclamation decreed a month's official mourning for his predecessor. The Presidential election in the Philippines is due to be held at the end of the year. It was expected that Senor Magsaysay, who was elected to office four years ago, would again win comfortably. His death may mean a close contest between the candidates.

SIMONS BAY, IN THE CAPE PENINSULA OF SOUTH AFRICA: On the right are the naval docks and installations of Simonstown. Last Tuesday the base was officially transferred by Lord Selkirk, the First Lord of the Admiralty, to the South African Navy. Platforms were erected for over 3,000 guests who attended a ceremony held on the west arm of the dockyard.

SIMONSTOWN NAVAL BASE

South Africa Assumes Control

The Union of South Africa officially took over the administration and control of the Simonstown naval base last Tuesday. Under existing agreements, the transfer will not affect its use by the Royal Navy, in peace or war. South Africa now bears the cost of maintaining the base's facilities, and when R.N. ships are docked or repaired at Simonstown the Admiralty will have to pay the appropriate costs.

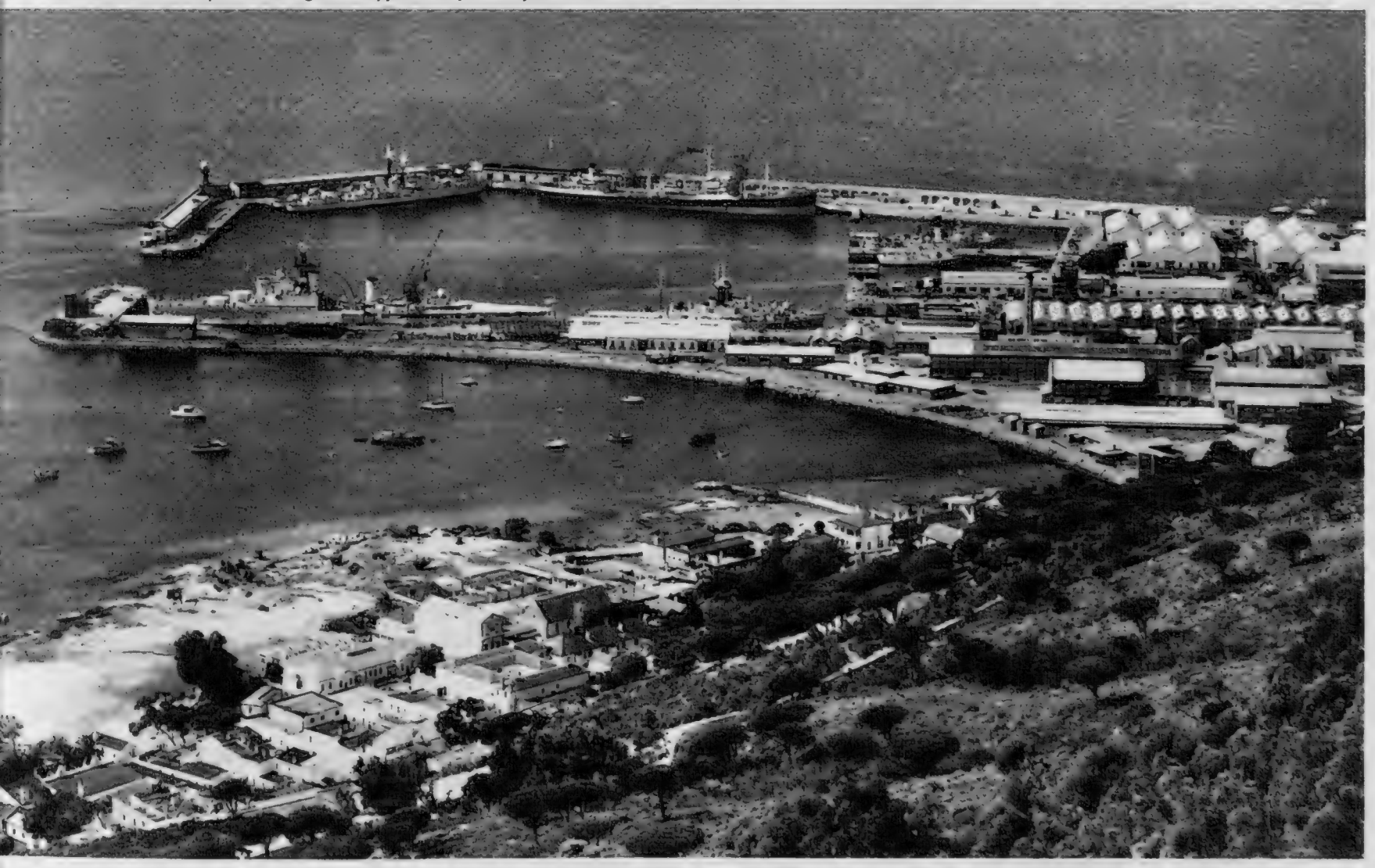
On the formation of the "Cape of Good Hope" station in 1795, some storehouses were set up at Simonstown. The base was closed in 1803, but reopened in 1806. The Admiralty House at Simonstown was bought in 1814, and on March 11, after 143 years, it ceased to be the residence of the local R.N. Commander. It is now occupied by Rear-Admiral H. H. Biermann, the Commander of the South African Navy.

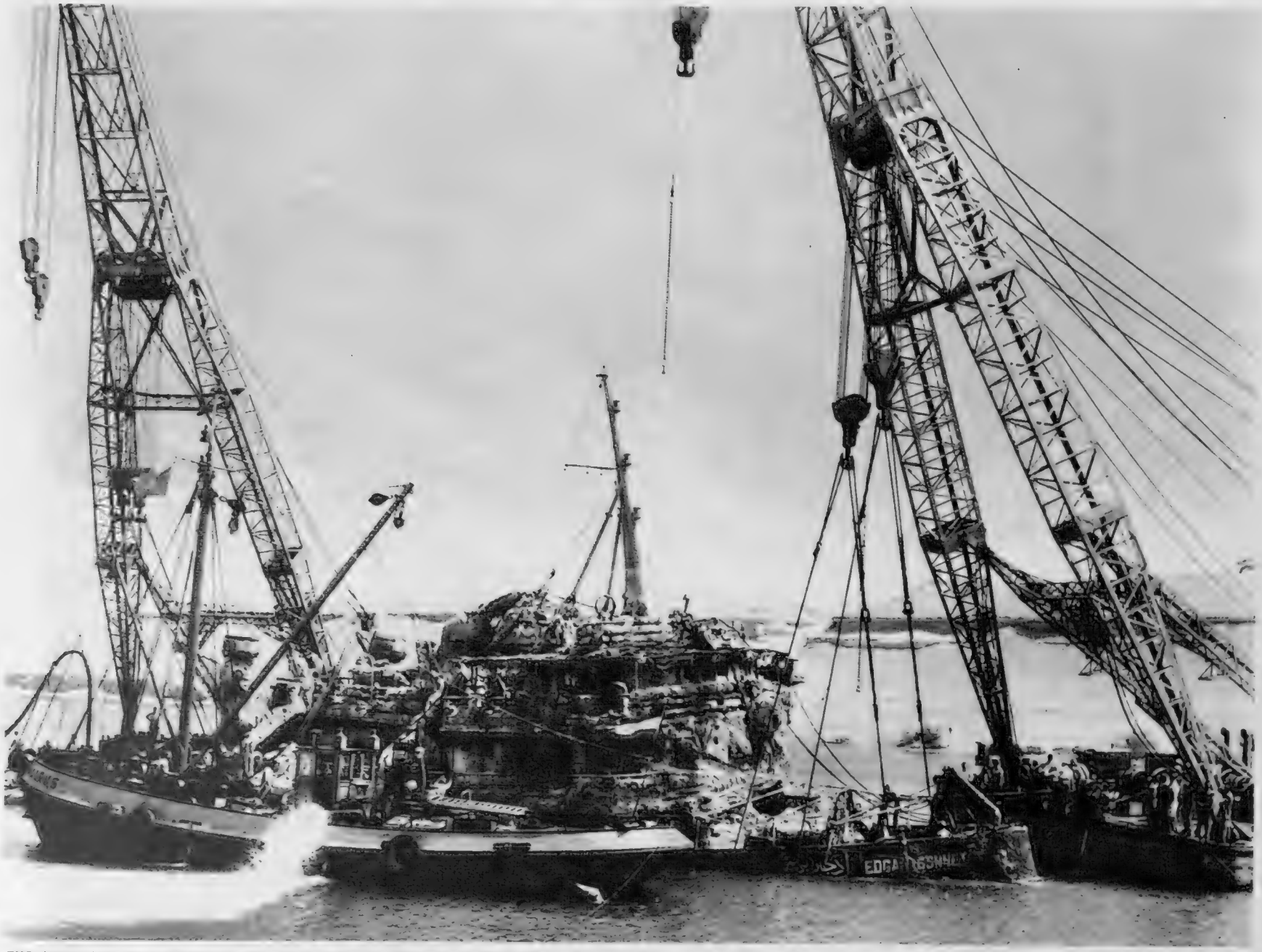
On right—

A NEW NAVAL TUG

H.M. Tug *Director*, one of the first two diesel electric paddle tugs to come into service, is seen at sea near Portsmouth. With her sister-ship *Dexterous*, and four other naval tugs, she assisted the *Queen Mary* to sail from Southampton at the start of the shipyard dispute. Five more diesel electric paddle tugs are being built for use in naval dockyards. It has been found by experience that paddle-driven tugs are the most suitable for moving aircraft-carriers and other large warships through dock entrances and in the confined waters of dockyard basins. The new tugs have hinged masts, squat funnels and raked-back stems to help them operate under the overhanging sides of aircraft-carriers. *Director* and *Dexterous* were built at Scotstoun by Yarrow and Co. Ltd. Although they are intended primarily for harbour service, they are also equipped for towing and salvage at sea. Accommodation, life-saving gear, lights and signals meet all the requirements of the Ministry of Transport and Civil Aviation. Facilities are provided for a crew of twenty-one, including six officers. The captain's cabin is on the bridge-deck alongside the combined chart, wireless telegraphy and radar room, and close to the wheelhouse, which is constructed of aluminium alloy in the vicinity of the compass, and is fitted with clear-view screens. The new tugs are replacing the least serviceable of the Navy's eleven paddle tugs still in existence.

IMONSTOWN NAVAL DOCKYARD : The base, seen in detail *below*, can carry out the ordinary refit of a small cruiser, but not a "major" refit. It encloses 28 acres and has one dry-dock, built early in this century, but able to accommodate a light fleet carrier or cruiser. About 1,200 civilians, mostly local men, work in the yards. The South African Captain-in-Charge is supported by twenty naval and civilian dockyard officers. In 1955 the annual upkeep of the base cost about £500,000.





THE OPERATION WHICH OPENED THE SUEZ CANAL TO SHIPS OF 20,000 TONS: *Above* and *below* are pictures of two stages in the lifting by a Dutch salvage team of the tug *Edgar Bonnet* in the Canal south of Port Said. The ship, sunk by the Egyptians last autumn, had been one of the main obstacles preventing the passage of large ships through the waterway. Although the channel was opened, the question of the payment of tolls by ships passing through the Canal had still to be settled.

Raising the "Edgar Bonnet"

The Removal of one of the Last Major Obstacles in the Suez Canal

The long-awaited lifting of the Egyptian blockship produced an unexpected humorous incident. As the *Edgar Bonnet's* structure, encrusted with mud and seaweed, appeared above the water, it was seen that someone had cut into it the words "Kilroy was here." During the war this phrase was chalked all over the world by American soldiers, Kilroy being a mysterious character possibly related to the British Forces' ubiquitous Mr. Chad. It was presumed that this decoration of the *Edgar Bonnet* was the work of divers. Mr. Hammarskjoeld, the U.N. Secretary-General, was among those who joined in the laughter. He had come to the Canal during a break in his talks with Colonel Nasser in Cairo.

The Chief of the salvage operations, General Wheeler, announced that with the removal of the blockship the Canal could be open to ships of 20,000 tons. But this appeared to be more easily said than done because of the Egyptian claims that they must collect the tolls.

WATCHING THE SALVAGE WORK: From left are Dr. Ralph Bunche, U.N. Under-Secretary; Mr. Hammarskjoeld; General Wheeler, in charge of salvage; General Burns and Mr. J. Connor, Assistant to General Wheeler.

A BLUE TIT ATTACKS A LONG-TAILED FIELD MOUSE: The little animal has taken refuge on a stick from attacks by birds in the garden at Windermere. But the tit refuses to call off the action and comes into the assault with its claws held out in front. The Long-Tailed Field Mouse normally comes out at night, but it was prepared to break its habits to visit the remarkable feeding ground for wild life established by the late Dr. Martin Wood in his garden at Orrest Foot. It was one of the many species of birds and animals which, attracted by the food laid out for them, were frequently photographed by Dr. Wood. With him they were on the best of terms, but among themselves there was constant warfare for the food. The pictures on this page show four birds in action against one mouse.

AGGRESSION IN A LAKELAND GARDEN

Photographs taken by the Late Dr. Martin Wood from his Window at Orrest Foot, near Windermere

ROUTED FROM A FEEDING PLACE: The mouse scampers away as a cock chaffinch alights on a curved branch which has been hollowed out to contain food to attract birds and animals to the garden of Dr. Martin Wood in the Lake District. The birds seemed to resent bitterly the presence of such visitors as the mouse and pursued it relentlessly from one feeding place to another.

"GET OUT OF MY LARDER": The unfortunate mouse has settled down to a meal laid out in a hole in a log. But it has attracted the attention of a hen chaffinch which flies down angrily to protect what it considers as its private larder.

"WHO'S POACHING IN MY PRESERVES?": The robin comes whirling down in an aggressive attitude. It evidently regards the mouse feeding in another hollowed-out branch as intruding on its own personal preserves and is determined to make the interloper move.

COMBAT IN THE AIR: A chaffinch (above) and a robin manœuvre in a battle for food in the top of a log in the Lakeland garden of the late Dr. Martin Wood. Chaffinches are bold and quarrelsome. Dr. Wood often took photographs of these birds fighting.

A BATTLE BETWEEN MEMBERS OF THE SAME SPECIES: Beak to beak and claw to claw, two cock chaffinches fight over a feeding place. A number of Dr. Martin Wood's photographs illustrate the habit of birds even of the same species to fight each other.

AGGRESSION IN A LAKELAND GARDEN

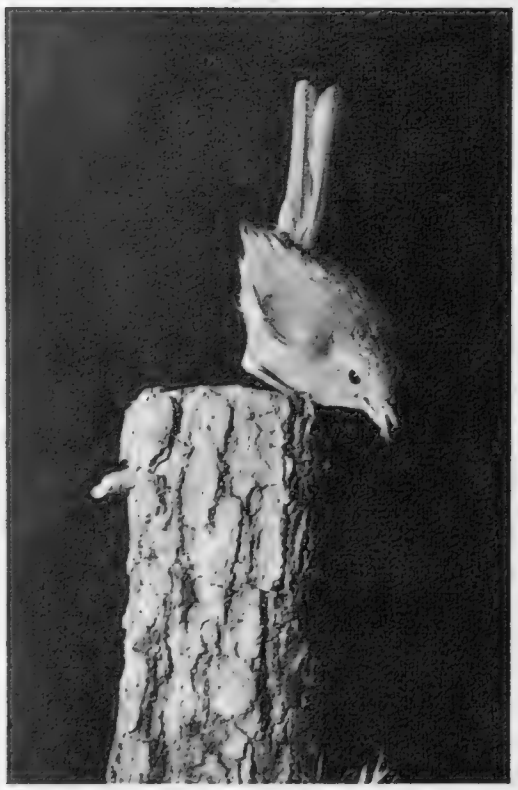
By patient taming of the birds and animals which lived in his garden, the late Dr. Martin Wood succeeded in establishing it as a wonderful sanctuary for the local wild life. His many hollowed-out logs and tree-branches, filled with a variety of foods, brought them within easy range of the camera that he kept perpetually ready just inside his study.

But although his wild pensioners treated him with the utmost confidence, so that robins and chaffinches fed from his hand, their friendliness did not extend to each other. In the competition for food, the perpetual struggle that goes on in the wild was present even in this peaceful garden, in spite of there being food to spare for all.

On the previous page the pictures tell the story of an attack on a Long-Tailed Field Mouse by a variety of birds to protect their feeding places. Often they were equally aggressive among themselves. This applied, not only to birds of different species, but also to birds of the same species. Thus a chaffinch, trying to take food from one of the cavities, might find itself attacked not only by a Great Tit, but also by another chaffinch. Chaffinches are bold, quarrelsome birds that readily fight, and Martin Wood managed to photograph these birds in many attitudes while they fought among themselves or against other birds such as Blue Tits or robins.

Blue Tits are very plucky little birds, in spite of their diminutive size, and will readily show fight using especially their feet and claws for attack. Just as the Blue Tit that attacked the Long-Tailed Field Mouse showed its claws so, in defending itself against the chaffinch, another Blue Tit shoots out a tiny foot with claws extended.

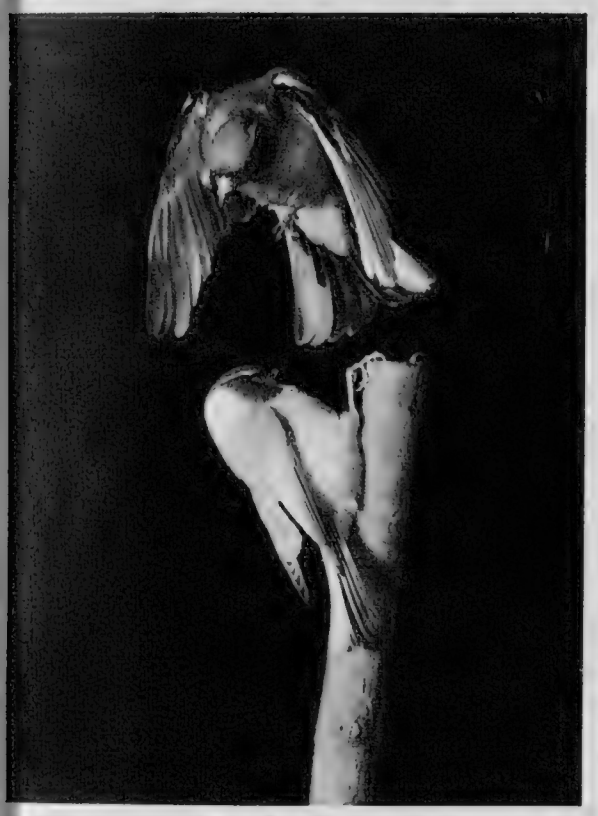
Most birds in fighting use their claws as much as their beaks. One picture shows a hen blackbird perched on a post containing food and being attacked by a House Sparrow. The latter is flying down and striking the former with its feet. It will be seen that the eye of this blackbird appears dull and glazed, as does the eye of the chaffinch in the picture of it being assaulted by a Great Tit and another chaffinch. This effect is due to the use by these birds of the *nictitating membrane* as a protection for the



"THREAT POSTURES" BY WHICH A BIRD MAKES CLEAR ITS INTENTIONS TO DEFEND ITSELF AGAINST ALL COMPETITORS: *Left*—A robin raises its tail and screeches to warn other birds to keep away from what it regards as its private food store. *Centre*—It significantly raises its feathers on its red breast. *Right*—It holds its tail erect and its head in an aggressive attitude. Both postures help to display the warning of the red on its breast. Such bird attitudes are called "threat postures."

"WHAT I HAVE I HOLD": The Blue Tit (on left) thrusts out its claws to remonstrate with the chaffinch attacking.

AN OCULAR MECHANISM FOR SELF-PRESERVATION: A hen blackbird, attacked by a House Sparrow, has drawn a protective membrane over its eye. This acts as an extra defence for a vulnerable point.



A DEFENSIVE POSITION: A Blue Tit clings on to a pole and repels the "dive-bombing" attacks of a larger bird, a chaffinch, to dislodge it from a disputed feeding place.

On right—

WAITING FOR THE ATTACK: The robin perched on top of the pole appears unconcerned and ready to deal with the attack being launched by the chaffinch, with its beak protruding and its wings outspread.

Below—

PREPARING TO WITHDRAW: A chaffinch snatches its food from a hole in the log while another chaffinch zooms down like a bomber and a Great Tit makes a verbal protest. The feeding chaffinch has drawn its protective membrane over its eye.

eye against damage during attack. This membrane is really a third eyelid which birds possess. It is a skin-like member that can be drawn across the eye as a protection, much like a pair of goggles.

Martin Wood was particularly fond of his robins, which are traditionally regarded as gentle and friendly birds. But, in truth, the robin is one of our most aggressive species and in winter maps out for itself a territory that it defends vigorously against other robins. The purpose of this behaviour is to ensure that, by spacing themselves out over the countryside, each robin shall have a reasonable area in which to find its food.

The defence of the territory would be an exhausting business if it entailed continual fighting on the part of each robin, but nature is always economical of effort, and tends to make mere threat do the work of fighting whenever possible. Thus birds make use of grotesque attitudes to frighten their opponents and drive them away, and the effect of these attitudes is heightened by employing their brightly-coloured plumage to the maximum extent.

Such attitudes are called "threat postures." Those of the robin may be studied in the photographs. It can be seen that in some the head is raised and the red breast feathers elevated. In others the head and the tail are raised or the bird may crouch forwards with the tail raised vertically.

RAY HUNTING IN THE WEST INDIES: Two underwater hunters are seen beside their equipment on Grand Cayman Island. In the foreground is a Sting Ray they have captured. On the right is an underwater camera with, behind it, a tripod and spear-gun.

A TROPHY OF THE CHASE: Lying on the beach just above the line of surf a giant Sting Ray stares unblinkingly a the photographer. The technique used to catch the rays consists of first harpooning them and then followin them underwater to capture them and drag them back to the surface. With the use of underwater breathin apparatus the hunters are able to track them to the sea bed, where the rays endeavour to hid

Since the development of revolutionary techniques in underwater exploration and photography man has enjoyed a far greater freedom beneath the ocean surface than ever before. One of the fields in which these advances have been put to the most use is that of ocean fishing. Off the coast of Grand Cayman Island, in the West Indies, the normal type of breathing apparatus and underwater camera have been used most successfully in the hunting of rays and similar large fish.

The technique consists of tracking the rays from an open boat equipped with an outboard motor. Once sighted, the hunters then endeavour to come within range so as to be able to harpoon the fish before it dives. When the harpoon has struck home, divers wearing breathing apparatus and flippers are able to follow the wounded ray down to the bed of the ocean and bring it back to the surface. It is then hauled into the boat if it is small enough or towed back to the beach.

Among the rays hunted by this group of enthusiasts are most of the well-known larger species found in the oceans. They are nearly all sluggish, rather clums creatures, and with a few exceptions are found in fairl shallow inshore waters. Some are found at considerabl depths, however, and a few live fairly near the surfac The most dangerous to deal with are the Whip-Taile Sting Rays. The characteristic feature of this specie is the long, narrow and whip-like tail which is wel marked off from the rest of the body. The head, trun and greatly enlarged pectoral fins are united to form broad, flattened disc. On the back of the tail is a shar spine with jagged, saw-like edges. It a very formidable weapon, and whe lashed from side to side is capable o inflicting a nasty wound.

The ancient writers had fearsom stories to tell concerning the wound the Sting Ray could inflict. Pliny wrot "Nothing is more terrible than th sting that arms the tail of *Trygon*, calle Pastinaca by the Latins, which is 5 ins long. When driven into the root of a tree it causes it to wither. It ca pierce armour like an arrow, it is a strong as iron, yet possesses venomou properties." In fact this account although exaggerated, is not entirely devoid of truth. It has been prove that a virulent poison is secreted in th tail along the spines. The effect of th poison on man varies with the specie as well as with the size of the fish an the extent of the wound. It may b very severe and on rare occasions ha been known to be fatal.

Another spectacular though les harmful species encountered in th waters off Grand Cayman Island i the Manta Ray. Unlike other rays th Manta spends most of its time swimmin near the surface. It is the largest of th ray species and can grow to a width o more than 20 ft. across the disc with a weight of more than 3,000 lb. In spite o its somewhat clumsy build the move ments of the Manta in the water ar graceful. At times it will leap into the air to a height of several feet returning to the water with a tremen dous clap. Fishing for them is an exacting and often dangerous sport.

BRINGING A WOUNDED RAY TO THE SURFACE: Two divers wearing breathing apparatus struggle to bring a wounded Leopard Ray to the surface. This specimen grows to a considerable size, the body sometimes being 6 ft. or more in width. It is not feared by fishermen to the extent of some other rays which can be dangerous and feeds almost exclusively upon oysters and clams.

HUNTING FOR RAYS

Undersea Fishing off the Island o Grand Cayman, in the West Indie

On right—

RIDING A LEOPARD RAY: Two under water hunters bring a wounde Leopard Ray to the surface. Th diver above is carrying a light typ of spear-gun for use underwate

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Alfred Pool.—Two years ago I wrote in THE SPHERE about one of the last surviving village engineers, Alfred Pool, of Chipstable, in Somerset. Mr. Pool was then in his ninetieth year. He still attended to the business started by his father, a wheelwright, over a hundred years ago, and developed by him and his brother into a small works, producing small static oil engines and farm machinery, with a staff of twelve. The manufacturing side of the business was killed by the First World War, for afterwards it was impossible to get skilled men who had all gone into the towns. But repairs went on, and Mr. Pool's workshop was a fascinating repository of obsolete equipment that, none the less, answered every purpose.

There were drills, lathes and saws, all over fifty years old, and all powered by a little 2-h.p. engine built *circa* 1900, which had never required any serious maintenance. There were also several implements, not completed for lack of skilled labour, including a threshing machine, for which Mr. Pool was offered a fabulous sum during the last war.

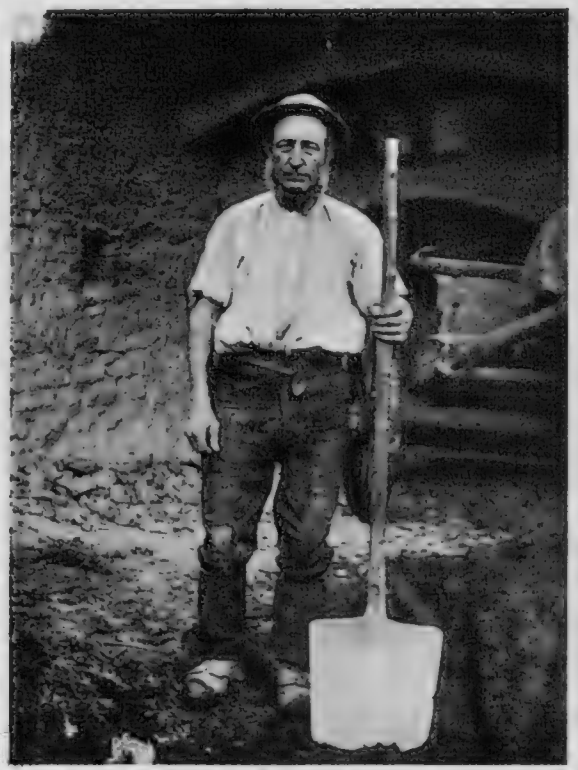
Last summer I prevailed on the old man to visit my house and talk to John Higgs, Keeper of the Museum of English Rural Life. They had a long and fruitful conversation, better described perhaps as a monologue punctuated by leading questions, which lasted well over two hours, and every word was recorded on tape. It was a wonderful flow of reminiscence and humorous anecdote, delivered without apparent effort, and constitutes a most valuable addition to the records of the Museum.

Mr. Pool also presented John Higgs with his collection of photographic plates. He had been one of the earliest photographers in the district, more as a hobby than anything else, but went about taking people's likenesses and picturing local occasions. There were over sixty of these plates in excellent condition, and the Museum has kindly presented me with two prints illustrated here. As examples of village photography and character fifty years ago, they could hardly be bettered.

The Sale.—Last December, shortly after his ninety-second birthday, old Mr. Pool passed peacefully away. His little business was finally wound up, and a sale of all his effects duly advertised in the local Press. I decided to go along. I didn't think there would be many people there. To the ordinary person, it would be mostly a "lot of old junk," in a place not very easy to reach. However, by the time I arrived, shortly before eleven o'clock on a mild February morning, the lanes were cluttered with cars, and the cottage and sheds jammed with visitors poking about. The sale took all day, and every single thing was sold, even down to dumps of moth-eaten boards and lengths of rusty barbed-wire.

As in most auctions, the excitement of bidding realised far better prices than would have been possible in "cold blood." But I was lucky. I managed to buy the 2-h.p. engine for 75s., and a strange home-made machine for drilling wheel hubs for £1. I also bid for a majestic 5-h.p. engine, but had to let this go at £6 to someone with a very determined air. I also acquired a pair of unused bullock whips, a huge old hay-rake, an antediluvian rat-trap, and what looked like the first electric table lamp ever made. I brought all these home to the astonishment of my wife.

I was sorry to miss a beautiful set of eight handbells in mint condition, but these were eagerly sought by several local "belfries," and eventually fetched £24, which is practically the price of a new set to-day. Not everything went so high as that. One unfortunate man secured two so-called American leather armchairs for 6d. the pair, and he had only put in an opening bid for the fun of the thing! But sales are like that.



FINE EXAMPLES OF VILLAGE PHOTOGRAPHY AND CHARACTER AT THE TURN OF THE CENTURY: The photographs taken about 1900 by Alfred Pool, of Chipstable, in Somerset, one of the earliest photographers in the district, show, *on left*, Robert Burge and his wife in their Sunday best, and, *on right*, Mr. Burge in his working clothes at the limekilns.

Northamptonshire Dovecote.—I am obliged to my friend Stanley Woodrow, the architect, of Wollaston, near Wellingborough, for some information about ancient dovecotes in his county of Spires, Squires and Spinsters. We know from history that only the lord of the manor, and possibly the parson of the parish, were entitled to keep pigeons; and that these unpopular birds (no less unpopular now) fed with impunity upon the strips of corn and the vegetable plots of the resentful village. Tame pigeons and fish were the only fresh alternatives to salted cow during the winter months, and were therefore highly prized—until Lord Townshend popularised the turnip as a source of winter cattle feed.

It seems that there are at least a dozen well-preserved dovecotes extant in Northamptonshire, all stone-built, and mostly roofed with Collyweston slates, dating from about the seventeenth century. The largest is at Newton, a great, gaunt building with accommodation for over 2,000 pairs of birds. The smallest is at Harlestone, circular in shape, with just over 400 nest-boxes.

The example illustrated is attached to the manor farm at Isham, on the main road from Wellingborough to Kettering. It has walls 2 ft. 9 ins. thick of oolitic limestone, with a sprinkling of ironstone, and a pantile roof. The door all of oak is of massive construction, studded with nails, and probably Tudor in origin. Quite likely it came from another building altogether. The actual nest-boxes are formed in stone within the thickness of the walls, and have small projecting ledges on which the birds alight before entering the nest. The building is still occupied by an assortment of semi-tame and rock pigeons, some of them possibly descendants of the original stock.

A NORTHAMPTONSHIRE DOVECOTE: A general view of the building at Isham, which has walls 2 ft. 9 ins. thick. The actual nest-boxes are formed in stone within the thickness of the walls.

Village Halls.—The Carnegie United Kingdom Trust has set aside £100,000 to help villages improve the furniture and equipment of their halls. The qualifications are that the hall should have been built before the war, and that the village should not exceed 1,000 people. This is a welcome and generous offer. The older halls are quite likely to have missed being helped by public funds in the past; and the smaller villages, as we all know, are hard put to it to find the cash. Moreover, a village hall does not often have a very romantic appeal.

The kinds of improvements that the Carnegie Trustees have in mind are: modern heating and lighting, better kitchen facilities, new tables and chairs, installation of a stage with simple lighting and curtains, and renewal of furnishings. These are practical suggestions.

In the future, I should like to see a substantial sum of money awarded, in the form of one or more prizes, for the design of a *new* village hall. The winner should be decided not only on practical grounds (good facilities and layout), but also aesthetic. So many halls are downright ugly, not only the tin shacks and huts, but those built solidly of bricks and mortar. On the other hand, I do not think the traditional design should necessarily be favoured. An honest and sensitive contemporary building is just as likely to accord with its surroundings, and is even more likely to suit modern requirements in the matter of interior fittings.

Yorkshire Dialect.—I have been dipping into a little volume entitled *Stainley and Cayton*, a study of two hamlets in the West Riding of Yorkshire, about six miles north of Harrogate. The author is N. Hudleston, an enthusiastic local historian and a native of the district. He notes that the absence of a railway station, the tenacity of land ownership, and the geographical situation have prevented Harrogate from engulfing the area. Thus its dialect has largely been preserved, and much of the character and custom inherited from the past. "I have noticed," he writes, "very little difference in the speech of folk that were old in 1930, and of those that are young now; and bygone relatives, who could remember the 1860's, assured me that there had been little change in that period." He lists some characteristic words, phrases and pronunciations, not all of them unfamiliar; although I dare say a south countryman would be hard put to it to recognise some of them. Here are some examples: Brambles are *blegs* or *bummlekites*. Hay is made into *gags* or *gads* (windrows) with a *sammer* (horserake), then into *pikes* (conical heaps), which are then *snig'd* with two horses and a trace-chain to the stack. The bull is in the *bull-hole*, over him is the *hay-cham'er* (loft); the other stock are *jeysting* (grazing) the *ings* (water-meadows). A sheep has got *rigwelted* (laid on its back), and must be righted before it becomes *ket* (carrion). March grass, "like horse-muck, has no goodness." A horse shaking means bad weather. Something sharp is "grunded as sha'p as a lance." Money is "Saturday night medicine." The children are *laikin* (playing) in the *laiky* (playground) with their *cuckoo* (ball). *Leer* or *leery* means empty, and derives straight from the German word which has the same meaning. This is common to many parts of the country, and I have come across it in Devon and Somerset quite often.

Finally, a tailpiece which I haven't heard before, and which I am sure actually happened. A farm lad, conscripted as an extra waiter, said, "Ah axed t'awd lass if sha'd 'a 'e payze (pease), an' sha put up a lahtle 'ooern (horn) iv'er lug; sae Ah teeamed 'em doon."

Modern Shapes in Design

Various Stages of New Buildings in Five Countries

On left—

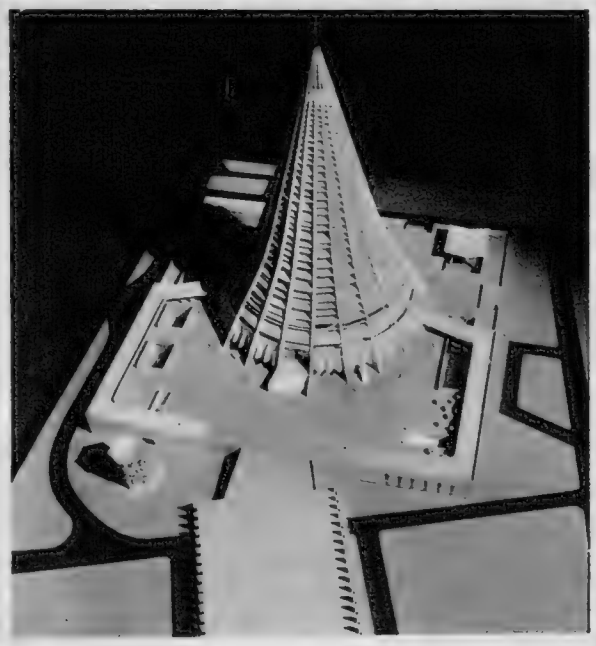
COLOGNE'S NEW OPERA HOUSE: A giant crane looms above the still unfinished Opera House which has been built in the German city close to the cathedral, the towers of which are seen in the background. Although decorators are still busy inside the building, artists are already rehearsing for the opening performance which is scheduled for May 18. The new Opera House, which seats 1,380 people, has cost about £1,000,000.

Below—

A UNIQUE BUILDING FOR AUSTRALIA'S FEDERAL CAPITAL: This is an artist's impression of the building which the Australian Academy of Science propose to erect at Canberra. It is claimed to be the only one of its kind in the world. The main part of the building will consist of a massive dome 150 ft. in diameter, resting on arches set in a circular pool. The dome will be of ferro-concrete, 3 ins. thick, covered with copper. Estimated cost of the building is £A250,000, half of which sum has already been subscribed by industrial companies. The constructional work is due to start next September.

On right—

A NEW CHURCH IN SICILY: The model is for a building to be erected in Syracuse. It is the work of two French architects, Michel Andrault and Pierre Parat. Their design won the first prize in an international competition opened a year ago for the building of a new church in the Sicilian city. Altogether there were ninety entries from thirteen countries. The winning model proposes a pagoda-like construction which will be lit by the slatted windows in the walls. The church will be called the Church of our Lady of Tears, after a statue of the Virgin found on the site.



PREPARING FOR THE 1958 WORLD EXHIBITION IN BRUSSELS: When completed, this will be the entrance to the Brussels 1900 Folklore Centre, which will form part of the exhibition. It will be close to the main exhibition site and will cover seven acres. The centre will feature Belgium's different architectural styles.

A NEW CONGREGATIONAL CHURCH WITH A PRESTRESSED CONCRETE ROOF: It is on the Castle Hill Estate at Ipswich, Suffolk, and has been designed by Johns, Slater and Haward. The main hall of the church is 50 ft. long by 47 ft. wide, and is covered with a steeply-pitched prestressed concrete roof which rises from 9 ft. above the floor at its valleys to 40 ft. at the ridge. Two wings of the roof, rising slightly, project for 7 ft. from the springing at either side. Another feature of interest is the glazed tracery of the side walls, where precast concrete units form an openwork pattern set with coloured glass. The original intention was that this glass should be stained but, instead, the panes have been sprayed with yellow and blue oil paint, covered with a coat of varnish. The general contractors were Messrs. George A. Kenney and Sons, Ltd.

Living in the Polar Wastes

Meteorological and Scientific Camps at the North and South Poles

On right—
A NORWEGIAN METEOROLOGICAL STATION IN THE ARCTIC: This little Norwegian scientific station on Bear Island, south of Spitzbergen in the Arctic, is also a home for sealers. In order to send the staff of the station their mail the Royal Norwegian Air Force flies a non-stop Catalina flying-boat service to the island every few months. Once over the settlement the mails are thrown out of the plane and picked up by men on the ground. Some years ago, while engaged on a similar expedition, one of the Catalinas crashed among the ice wastes on the island of Spitzbergen to the north.

On left—
THE RUSSIAN SCIENTIFIC STATION AT NORTH POLE 6: These canvas dwellings are the homes of the Soviet technicians manning the scientific station, "North Pole 6," on a floating ice-floe in the Arctic. The Russians have set up other stations on Arctic floes, but this is the latest of them. When it was first manned the bearings of the floe were 74 degs. 53 minutes latitude and about 182 degs. longitude. Since then it has continued to drift steadily and by the end of 1956 had covered 200 miles in a broken line, representing 46 miles as the crow flies. The American scientific authorities are also using floes as research stations, but in their case they are much more fortunate than the Russians. They have been able to make use of floes some ten miles long formed of compact and durable ice. But the Soviet teams have not got the choice of such excellent floes. Those on their side of the Arctic are not so well-suited and are liable to break up with very short notice. The Russians have had to be content with much smaller floes with a maximum length of one mile. Consequently the buildings forming their stations are far less permanent than those of the American teams.

On right—
THE BASE OF THE AUSTRALIAN ANTARCTIC EXPEDITION: This picture taken in the latter part of 1956, that is when spring was over the Antarctic, shows the buildings of the permanent camp of the Australian Antarctic expedition at Mawson, Antarctica, near a vast ice shelf giving on to the Mawson mountain range. It takes its name from that of Sir Douglas Mawson, who first went to the Antarctic with Shackleton's expedition of 1908. The main research carried out is concerned with a geological survey for the rich mineral deposits which are thought to be in the area. The scientists believe that parts of these Polar territories are similar in strata to the mainland of the Dominion between Broken Hill and Adelaide. If this is so, then the area should be rich in uranium deposits, lead, zinc, silver, gold and other raw materials. Besides this geological work, research is carried out in cosmic and radio fields and marine biology. There are two cosmic telescopes permanently installed at Mawson which automatically record the cosmic ray counts for each hour and then rotate through another 90 degs. when the hour is finished.

BOYS OF REPTON SCHOOL PHOTOGRAPH THEIR ROYAL VISITORS: They are recording the scene as the Queen, accompanied by the Headmaster, Mr. T. L. Thomas, and one of the prefects, leaves Pears School during her tour of inspection. Walking behind the Queen are Prince Philip, Duke of Edinburgh, and Dr. Fisher, Archbishop of Canterbury, present Chairman of the Governors and Headmaster of the school from 1914 to 1932. The Royal visit to Repton, which took place during a tour of Derbyshire and Staffordshire, was in honour of the fourth centenary of the school's foundation. As well as touring the school buildings and attending a thanksgiving service in the chapel, the Queen opened the Kindersley Gateway, which is in memory of the first Lord Kindersley, an old Reptonian. A bound genealogical table, which was presented to the Queen, showed Her Majesty as the fourteenth direct descendant, on her mother's side, of Sir John Port, the founder of the school.

REPTON'S ROYAL VISITORS

The Queen and Prince Philip Tour the Derbyshire School

On left—

A GIFT FOR PRINCESS ANNE: Watched by the Headmaster of Repton, the Queen accepts from Mr. J. N. Emery a miniature silver tea-set for Princess Anne. There was also a gift of a model steam-engine for the Duke of Cornwall.

OPENING THE KINDERSLEY GATEWAY: N. Etherington-Smith hands the Queen a pair of scissors to cut the ribbon at the ceremony. Etherington-Smith is a great-great-nephew of S. A. Pears, Headmaster from 1854 to 1874, when Repton became a Public School. *On right*—The Queen, Mr. Thomas and a prefect walk past a display of sailing craft.

THE WATERS OF THE ZAMBESI SURGING TO A RECORD FLOOD LEVEL: They roar along a gorge near the Victoria Falls. In the foreground is the Victoria Falls power station which was surrounded and had to stop working. In the floods the Zambesi rose 10 ft. above its previous record flood level. However by last week the waters were falling steadily.

RECORD FLOODS ON THE ZAMBESI

Widespread Death and Destruction as the River Bursts its Banks in Rhodesia

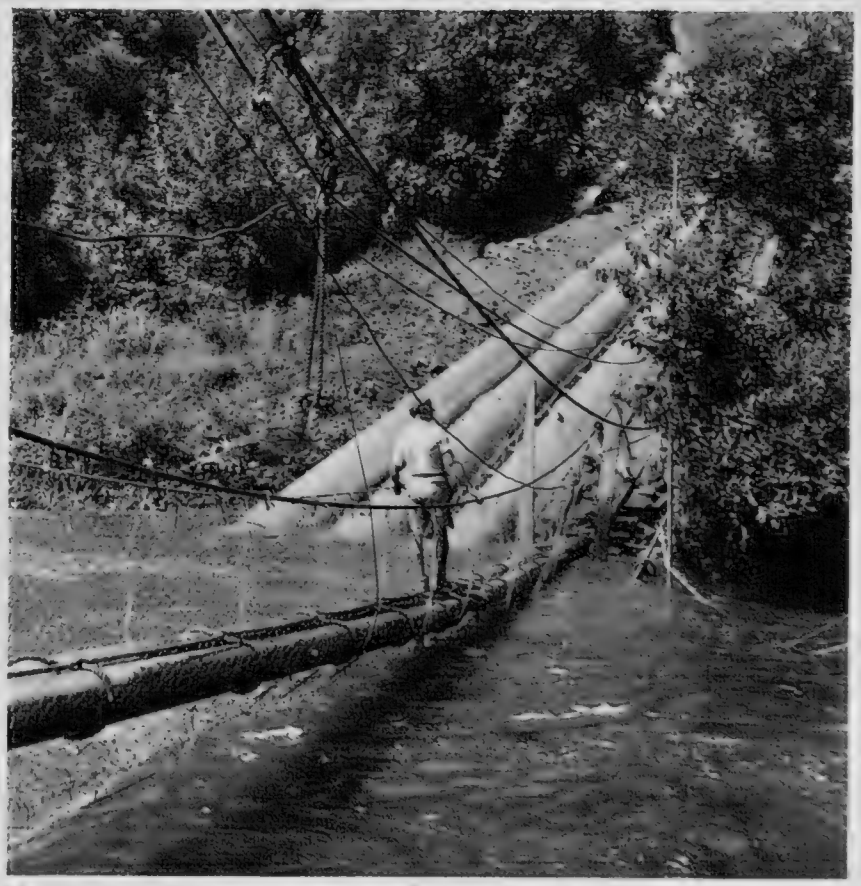
Two factors combined to cause the disastrous floods of the Zambesi. They were unusually heavy rains in Barotse Land and a thick growth of papyrus in the Chobe River which normally can carry off the floodwaters of the Upper Zambesi. For these reasons a surging torrent came raging down to the Victoria Falls and beyond. In a week the river rose 30 ft. and at one time was 10 ft. above its previous record flood level. In places the floods were 50 miles wide in low-lying country. It was feared the death roll would be high, especially in remote districts, and over a large area damage to property and land was widespread.

Livingstone, the town of 32,000 inhabitants by the Victoria Falls, was badly affected. At least sixteen people were believed to have died in the floods there and as a result of the inundation of the power station in a gorge by the Victoria Falls the town was without electricity. A long grim struggle was waged against the waters by the staff of the power station to keep it working, but their efforts were in vain. As the floods rushed on, the next major threat was to the mighty power project under construction in the Kariba Gorge. There the swollen waters overflowed the 55-ft.-high coffer-dam. But although work was brought to a standstill, an official statement said no major damage was expected to have resulted from the inundations.

THE FLOODS REACH LIVINGSTONE: The torrents have swept past some of the houses of the town of 32,000 inhabitants by the Victoria Falls. In Livingstone at least sixteen people were reported to have died in the flood. Higher up the river, where low-lying areas were inundated, it was feared that there had also been a number of deaths

VICTORIA FALLS POWER STATION BESIEGED BY THE FLOODS: Engineers and other members of the staff worked night and day to try to keep the plant working. But as the waters rose they abandoned their efforts, except for a small party pumping to dry the dynamos.

ENDING THE ELECTRICITY PLANT: A human chain passes sandbags into the Victoria Falls electricity works in an attempt to buttress it against the floods. Further down the river the coffer-dam of the gigantic £80,000,000 Kariba Gorge power project was submerged.



AN IMPROVISED BRIDGE: It is the only means by which an employee can reach the land from the Victoria Falls power station. The floods were caused by very heavy rains in Barotse Land and the blocking by papyrus of a tributary of the Zambesi.

A Romance of Industry

The Story of the Growth of Drambuie from a Family Recipe to a Well-known Liqueur

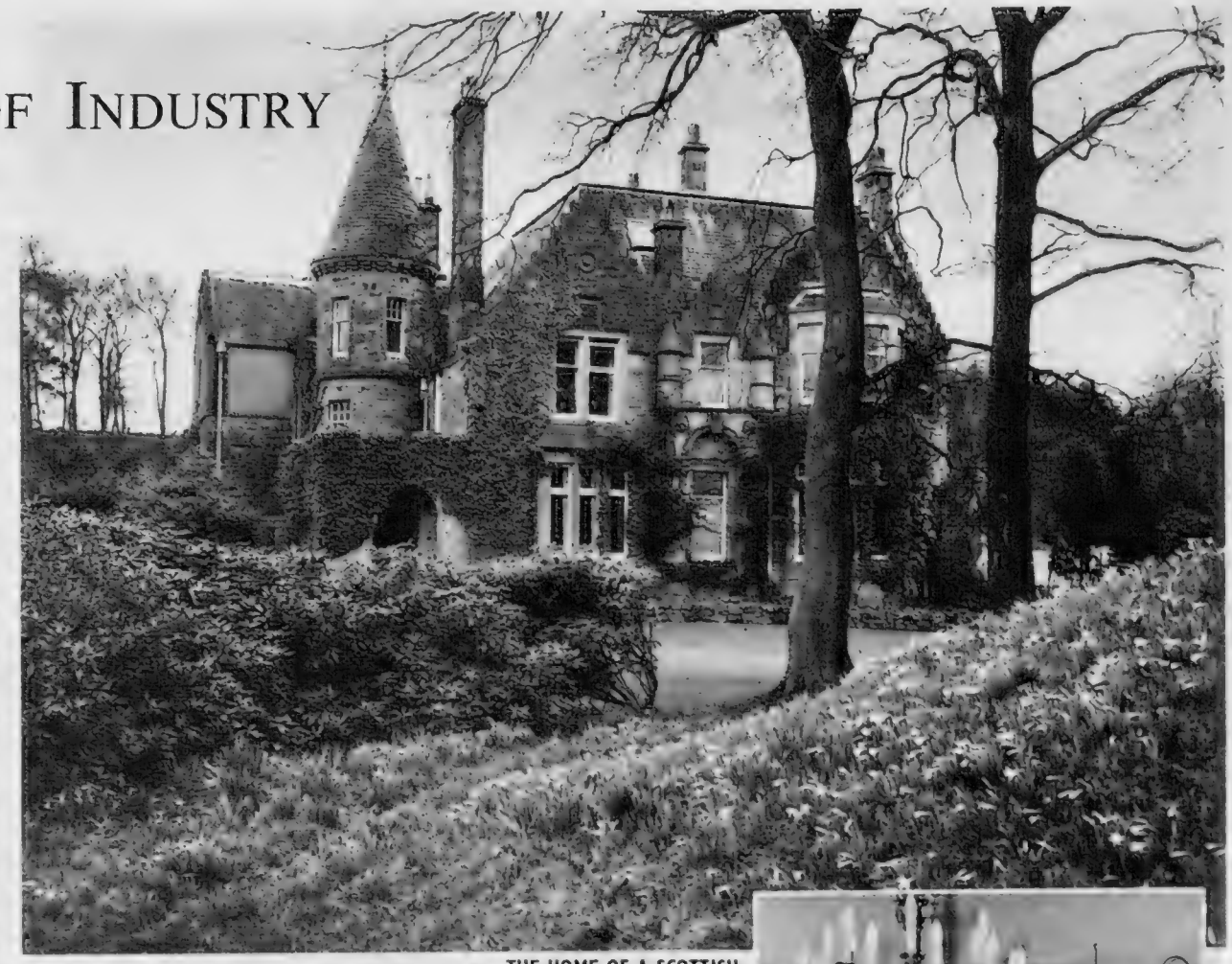
Since the beginning of this century Drambuie, Scotland's liqueur, has become so popular all over the world that it is difficult to realise that up to about fifty years ago the recipe was the private home brew of a single Scottish family, the Mackinnons. According to an authentic account the recipe first came into the possession of the family after the 1745 Rebellion, when one of the Mackinnons of Strathaird rowed Prince Charles Edward from his hiding-place on Skye to the safety of a French ship. In gratitude to his deliverer, so the story goes on, the Prince presented him with the secret formula of his personal liqueur. The name so common to-day comes from the Scottish Gaelic "an dram buidheach"—the drink which satisfies—long since contracted into the familiar form.

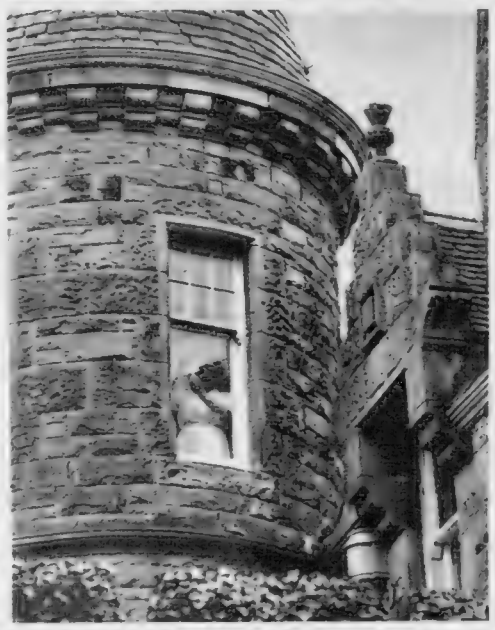
For nearly a century and a half the Mackinnons kept the secret to themselves. They made only very small quantities of their liqueur, which was so precious that a single cask sufficed for the annual Gathering of the Clan. Only a few bottles found their way as presents to friends outside the Western Isles. Occasionally, eighteenth- and nineteenth-century visitors with discriminating palates wrote of it appreciatively in their memoirs, but it was not until 1892 that anyone thought of registering the name Drambuie as a trade-mark. Fourteen years later a young member of the family, Malcolm Mackinnon, decided to produce the liqueur on a commercial scale on the mainland of Scotland. The original trade-mark was transferred by Mackinnon to the Drambuie Liqueur Company and the name has since been registered throughout the world.

Twenty or thirty years earlier, Englishmen had begun to acquire a taste for whisky. But no one as yet had broken into the Continental monopoly of liqueurs. This did not, however, deter Malcolm Mackinnon. At the age of seventeen he had gone to work in the old-established whisky firm of W. Macbeth, in Edinburgh. When he reached the age of twenty-three he was made junior partner, and two years later, his seniors having died in the meantime, he found himself in sole control. It was the opportunity he had long sought of turning the family recipe into a commercial proposition. He persuaded his elders to part with the closely guarded secret and began to make the liqueur in a cellar under Union Street. Jelly bags and copper pans were the only appliances used and it took a week to make enough to make one dozen bottles.

From the beginning, Mackinnon insisted that the old Skye recipe should be followed with scrupulous exactitude. The base of the recipe is Highland malt whisky, or rather a blend of the oldest and finest whiskies up to fifteen years of age. When he began to produce Drambuie Malcolm Mackinnon was already well known as a connoisseur of Scotch whiskies and his opinion was often sought by blenders. His flair achieved an extremely fine liqueur base.

But the precious formula of Prince Charles Edward still remained a closely guarded family secret. The recipe itself to-day lies locked away in a lawyer's box. In her home, The Craigs, near Linlithgow, 22 miles from Edinburgh, Mrs. Georgina Russell Mackinnon, Malcolm Mackinnon's widow, still mixes the recipe with her own hands. The formula is so potent that four phials of the mixture which Mrs. Mackinnon sends to the blending laboratory in Edinburgh are sufficient to make the quintessence of 1,200 gallons of Drambuie.





THE HOME OF A SCOTTISH LIQUEUR: The Craigs, near Linlithgow, in Scotland, is the home of Mrs. Mackinnon, Chairman of the Drambuie Liqueur Co. Ltd. It is there that the recipe of the liqueur is mixed by the Mackinnons.

On left— **MIXING THE SECRET RECIPE: Mrs. Mackinnon is seen at the tower window of The Craigs mixing a phial of the recipe. Four phials are sufficient to create the quintessence of about 1,200 gallons of Drambuie.**

On right— **MRS. MACKINNON WITH HER PIPER: The Chairman of the Drambuie Liqueur Company listens to her piper at The Craigs.**

THE BOTTLING PLANT AT LEITH: A consignment of crated Drambuie is prepared for shipment to Canada at the bottling plant at Leith. Each crate contains twelve bottles of the liqueur. *On right*—Towards the end of the line the bottles are filled and corked before being packed. The equipment installed at Leith is of the very latest type and has made possible an increase in production of four times the previous amount. The plant comprises the largest liqueur-producing factory in the British Commonwealth.

Since its start as a commercial product Drambuie has achieved world fame as a liqueur. The increase in sales which followed the end of the last war presented a problem to the company. The compounding, bonding and bottling premises which had been owned by the company for many years proved quite inadequate for handling the steadily increasing quantities of Drambuie which had to be prepared to meet the world demand. In 1953, however, a new plant was acquired in which was installed equipment of the very latest type, thereby increasing the production capacity to four times that which was previously possible. This installation to-day comprises the largest liqueur-producing plant in the Commonwealth.

The export of Drambuie is an exceedingly large part of the company's trade. Sales to the Continent and the United States have been steadily increasing. There was always an opening for Drambuie on the Continent, in fact it was once the only British liqueur which had invaded that stronghold of liqueurs. Since the end of the war the demand has greatly increased and Drambuie is now shipped to every European capital. In 1954 the liqueur was awarded the Gold Medal at the International Exhibition of Tourism and Culinary Arts held in Berne. This was the first time a liqueur produced in the United Kingdom has won the premier award at an International Exhibition in Europe. A similar increase in overseas sales has also been met since the end of the last war in the American market. One can justifiably say that in less than fifty years an old Scottish recipe has become one of the world's leading liqueurs.

MODERNISATION AND CONSTRUCTION

RAISING THE HEIGHT OF A BRIDGE ON THE LIVERPOOL STREET-CHINGFORD LINE OF THE EASTERN REGION OF BRITISH RAILWAYS: A concrete girder is lowered into position by a travelling crane on the bridge structure at Mount Pleasant Road, Clapton. Part of the old bridge was demolished and the superstructure then raised in order to allow clearance for the electric trains, due to operate in 1960.

A MECHANICAL AID FOR THE PLATELAYERS AT WALTHAMSTOW, ESSEX: A diesel travelling crane removes a section of the old track which has been replaced by new rails between Hoe Street and Wood Street Stations. During the work this particular section of the Chingford line was closed and an emergency road service operated. The rest of the line was served by special diesel-powered units in place of the usual steam trains.

PREPARING FOR ELECTRIC TRAINS IN EAST LONDON

The electrification of the remaining suburban lines out of Liverpool Street, on the Eastern Region of British Railways, includes much preliminary work which must be completed before the main contracts can be put in hand. Electric trains, powered by the overhead system, are due to go into operation in 1960 and they will replace the steam trains which run on the Chingford, Enfield, Hertford East and Bishops Stortford lines. At present the preliminary work includes the reconstruction of the superstructure of bridges and the relaying of the permanent way. The work on the bridges is required to provide a greater clearance for the overhead wiring and pick-up apparatus on the trains. In the case of the track itself, the drainage system is being overhauled and the rails and sleepers are being prepared to meet the particular requirements of the electric trains. This work includes a certain amount of re-ballasting. At Enfield the entire Churchbury loop-line, 9¾ miles long, is being relaid. Many men are employed in the work on the various routes, and they are assisted by big travelling cranes, bulldozers and many other mechanical aids.

ELECTRICAL CAMPANOLOGY

The bells in this picture are some of the peal which has been recast for the church of St. Mary-le-Bow in London. The campanological work has been carried out by the internationally known firm of Messrs. Mears and Stainbank at their Whitechapel Foundry. The wires attached to the clappers enable the bells to be rung by electric means. This is an adaptation by the foundry of the solenoid system of arranging electric circuits, and it was installed so that the peal could be recorded. When the bells are hung in the restored Bow church they will still be rung manually. Messrs. Mears and Stainbank are also responsible for the recasting of the bells in St. Clement Danes in the Strand, and many other London churches damaged during the war.

A CEMENT FACTORY IN KENYA

This factory on the Athi River, 17 miles from Nairobi, Kenya, is being built for the East African Portland Cement Company at a cost of £1,750,000. When initial production with one kiln begins in the second half of 1958, the plant will use crystalline limestone brought from Sultan Hamud as its raw material. During the initial stages the total production is expected to be in the region of 100,000 to 120,000 tons per annum. Its staff will include 5 European technical experts, 45 Asians and about 200 Africans. It is estimated that the production of this factory, when taken in conjunction with that of another factory at Bamburi, near Mombasa, should make Kenya self-sufficient as regards its demands in cement within a period of five years. Initially the Athi factory will represent an import saving for the country of about £800,000 each year. This represents an equivalent amount of cement which had to be bought abroad each year in order to satisfy building demands in Kenya. In later stages the production of this plant is expected to keep pace with increased cement demands.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Survey of Achievement in Britain and Overseas*

BOEING 707 FUSELAGE SECTION

The second body section for the first production Boeing 707 Stratoliner is lifted out of the jig at the Boeing Company's Transport Division, in Renton, Washington. The nose section was completed some weeks ago and placed at the head of a production line. This first aircraft, a Model 707-120, will be delivered to Pan American World Airways late in 1958. P.A.A. have six of this model, and seventeen more powerful versions on order. Four different versions of the Boeing 707 are planned at present and a total of eleven airlines have placed orders for 139 of them. The 707-120 is the basic version and is primarily for continental use, but is capable of carrying full loads over many trans-ocean routes. It is powered by four Pratt and Whitney J-57 turbojets, and will carry 125 tourist passengers. The Model 707-220 is similar but has more powerful J-75 engines. The 707-320 is an enlarged long-range version with J-75 turbojets, which will be able to carry 147 tourist passengers. The latest variant, the 707-320, is powered by Rolls-Royce Conways, and B.O.A.C. have ordered fifteen of these.

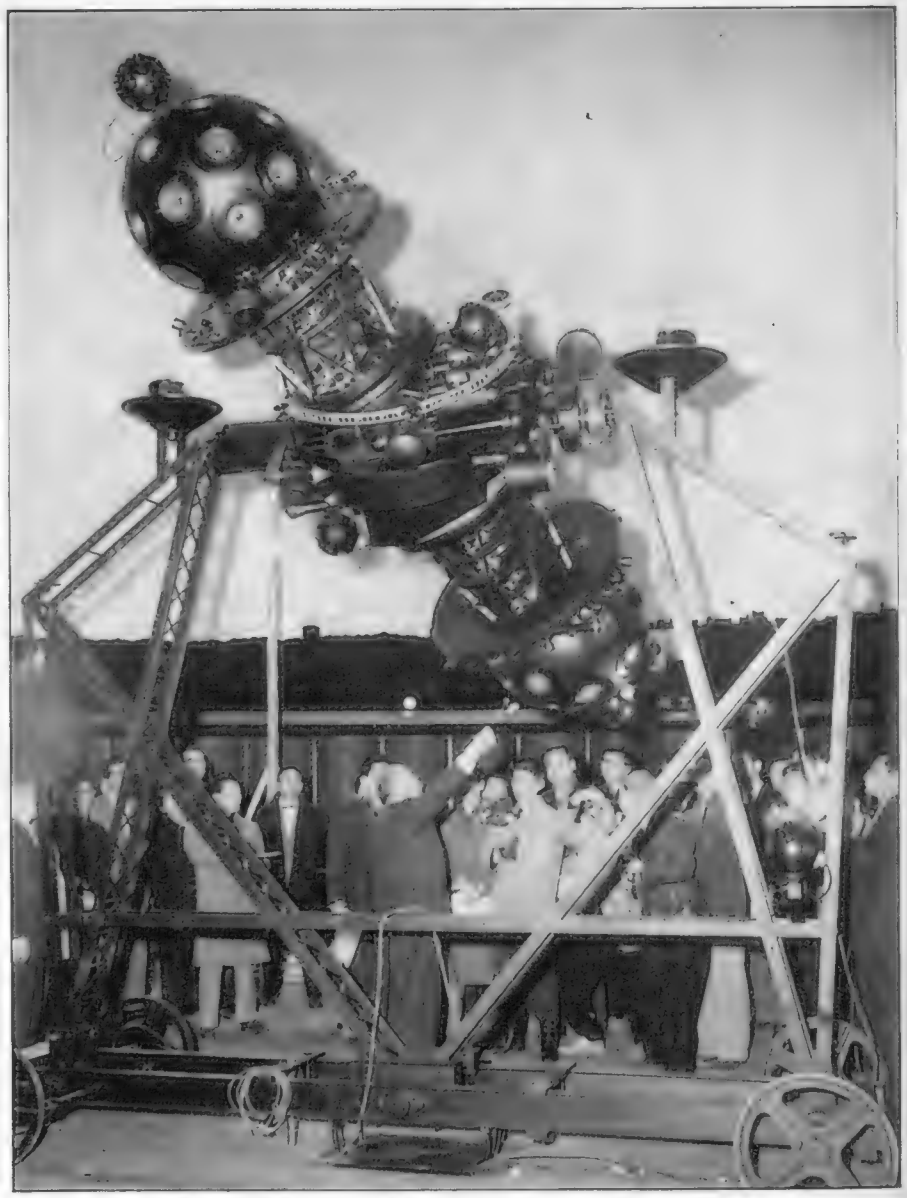
THE TELLUROMETER

On left—

A new system for the precise measurement of distances by means of micro-waves has been introduced to this country. The invention of a South African, Mr. T. L. Wadley, the new Tellurometer will be marketed by Cooke, Troughton and Simms. The instrument operates in the 10-centimetre wavelength region, and measures the transit of radio waves over the length to be determined, with an accuracy of a fraction of a millimicro-second. Measurements can be made by day or night and visibility, for the first time in the history of surveying, is immaterial. The Tellurometer has a range of at least 20 miles and its introduction may revolutionise surveying, civil engineering and major works of construction. On April 24 Mr. Wadley will read a paper to the Royal Geographical Society, in which he will give additional information about the Tellurometer. Survey instrument manufacturers have long worked to produce an instrument which would avoid the physical work of carrying a tape along the ground to measure distance.

TWELVE CAMERAS FOR ONE PICTURE

Mr. D. Barnsley operates a 12-channel Kerr cell camera at the 1957 Exhibition of Scientific Instruments and Apparatus held by the Physical Society in London. The camera was designed and manufactured jointly by the Armament Research and Development Establishment and the Atomic Weapons Research Establishment. It is intended for studies of the intensely luminous phenomena associated with the detonation of high explosives. The instrument consists of twelve cameras arranged in a circle of 18-in. diameter. These cameras can be individually focussed, but on adjustment for range bearing and elevation they move as one unit. Each camera unit incorporates an objective lens, a projection lens and a Kerr cell shutter system which is electrically operated. Electric motors are mounted below the cameras and are triggered from two six-channel delay units which control the picture interval. The exposure time for each camera is controlled by a length of delay cable. The cameras record on quarter plate, and the whole instrument can be considered as a high resolution, fast ciné camera taking a total of twelve frames. Many specially developed instruments, such as this "portmanteau" camera, will be used by observers in the air, on ships and on neighbouring islands during the forthcoming British hydrogen bomb tests in the region of Christmas Island, in the Pacific.

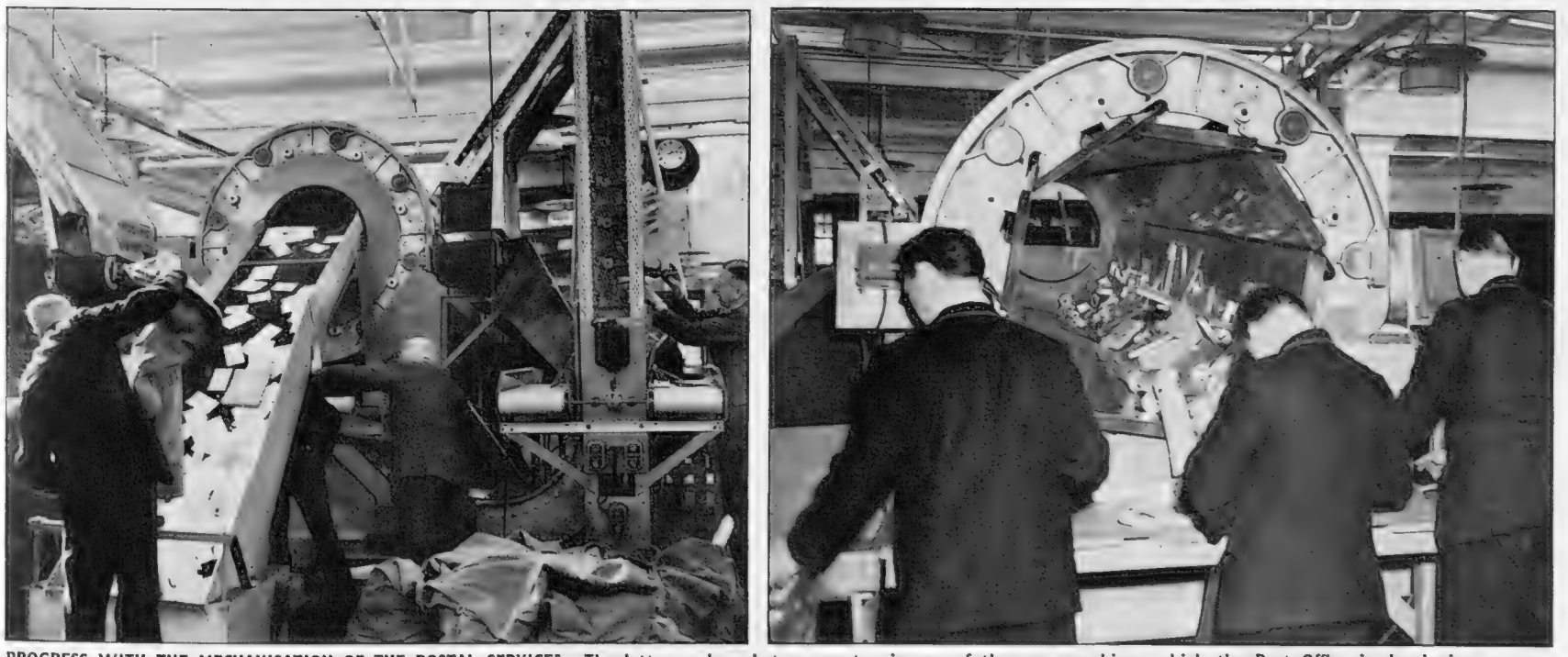


A NEW PLANETARIUM PROJECTOR

A new planetarium projector is explained to Press reporters in Tokyo, it can project about 9,000 stars and is similar to the instrument in the Planetarium to be opened in London later this year at Madame Tussauds. Both the Tokyo and the London planetaria are the work of the German company of Karl Zeiss, the pioneers and undoubted leaders in this field. A planetarium projector is the world's most complicated optical instrument, and is only exceeded in size and costliness by the great 100- and 200-in. reflecting telescopes. Up to now Britain has lagged behind most scientific countries in not possessing a modern planetarium. A planetarium consists of a hemispherical dark room which represents the vaults of the heavens, on which can be thrown by optical projection images of sun, moon, planets the so-called "fixed" stars, and other heavenly bodies and phenomena, their synchronised relative movements being reproduced and controlled mechanically from a central switchboard. In operating a planetarium it is generally the practice to explore the whole field of astronomy in twelve monthly lectures. So great is the scope of the subject that a yearly programme involves little repetition. Only a few of many available motions and a hundred or more permanent projectors are used during a performance. These are all controlled by the speaker at his rostrum. The control board is no place for a novice, although no damage could result from turning the wrong switch. There are over two thousand possible combinations, but the number used is seldom more than forty.

ONE OF EUROPE'S LARGEST MACHINES : This bucket wheel excavator is digging coal near Cologne, in Germany. It was manufactured by Fried. Krupp Maschinen-und Stahlbau Rheinhausen, and is one of a type used extensively in the Ruhr lignite fields. The machine is 646 ft. long, 211 ft. high and weighs 5,500 metric tons. Its excavating wheel is 53 ft. in diameter, and power is derived from 166 electric motors. The excavated material is fed along conveyer belts to the rail trucks seen in the background. Lignite, or brown coal, is softer than the bituminous variety found in Britain, and can be dug at a high rate by machines such as the one illustrated. Similar machines with even larger bucket excavators are used in the lignite fields of Greece, Yugoslavia and Victoria, Australia.

A GIANT COAL EXCAVATOR



PROGRESS WITH THE MECHANISATION OF THE POSTAL SERVICES : The letter and packet segregator is one of the new machines which the Post Office is developing as part of a plan for the mechanisation of the postal services, and particularly of sorting offices. These two pictures show both ends of the machine at Southampton Head Office during a demonstration which was watched by the Postmaster-General, Mr. Ernest Marples, M.P. *On left*—A postman is seen emptying the contents of a mailbag into the hopper of the machine, and, *on right*, sorters are removing the packets from the machine after the automatic segregation of the letters.

NEW MACHINES AT THE POST OFFICE

As soon as the contents of a mailbag have been tipped into the loading hopper of the new letter and packet segregator, they are carried on a conveyer-band to the segregator drum where thin letters slip through the hinged flaps and fall on to another conveyer below. Newspapers, packets and bulky letters cannot pass through the apertures, and emerge at the other end of the drum ready for hand stamping. Meanwhile, the letters are carried to two tower-shaped units which contain a series of spring rollers separated by 8-in. gaps. Short letters slip through the gaps on to a collecting device, but the longer ones are carried on to the top of the towers, and the two streams are conveyed to their respective points for postmarking. Much of the machine, however, is still in the experimental stage and there are plans for another device which will arrange the letters automatically in the correct position for the stamping machine. The Post Office authorities also plan to install electronic letter-sorting machines for "field trials" in ten important centres; a packet-stamping machine and a chain conveyer. Ten of the electronic machines will be installed in a new building at Norwich, where all letter sorting will then be carried out by machine.

THE FAIREY ULTRA LIGHT HELICOPTER: This recent picture, taken at White Waltham, near Maidenhead, Berks, shows the aircraft with a redesigned tail unit which will provide greater stability. The U.S. Army is making a study of the helicopter to assess the possibility of it meeting its requirements.

U.S. ARMY EXAMINES BRITISH HELICOPTER

The United States Army is making a study of the Fairey Ultra Light helicopter to assess whether it meets its requirements. In these negotiations Fairey Aviation are being represented by the Piasecki Aircraft Corporation, of Philadelphia, Pennsylvania, which may build the aircraft under licence.

The Fairey Ultra Light helicopter was designed primarily for Army observation and "run-about" duties, to a Ministry of Supply specification, but British Government support has since been withdrawn. The helicopter has a unique propulsive system of pressure jets at the rotor blade tips, which, its makers claim, gives it a faster rate of climb than any other helicopter in the world. This is the simplest possible means of driving a rotating wing and it eliminates not only such complications as gears, clutches and shafts, but also the necessity for the usual anti-torque rotor on the tail. The Ultra Light is light indeed in weight (1,800 lb.), and of rugged construction. It is said to be simple to fly and maintain, it has a maximum speed of 105 m.p.h. and will cruise at 85 m.p.h. The helicopter can be carried complete with pilot, fuel, spares and provisions on a standard British Army 3-ton truck which also functions as a "deck" for landing and take-off. With bars inserted in the undercarriage, it can be carried by four men. Commercially the Ultra Light is suitable for surveying, crop spraying and transport duties.

FOR FLYING IN COLD CLIMES

Special landing gear combining wheels and skis has been developed for the Fairchild C-123 Provider. This versatile assault transport of the United States Air Force is able to land with equal ease on normal concrete or grass airfields or on ice or snow. The performance of the aircraft when fitted with skis is hardly affected, as the skis retract flush with the bottom of the fuselage in flight and would hardly be distinguishable but for the metal "prow" which streamlines the top of the nosewheel skis with the aircraft's nose. The Provider is able to carry sixty fully-equipped troops, fifty stretcher patients and twelve other persons, or 8 tons of cargo for 1,470 miles at 190 m.p.h. A ramp is built into the bottom of its rear fuselage. All the aircraft's fuel is carried in jettisonable tanks under the wings and in the rear of each engine nacelle, this reduces the danger of fire in combat conditions or during a crash-landing in rough country.

A UNIQUE OPERATION: A Martin Marlin flying-boat is hauled aboard an L.S.D. (Landing Ship Dock) in Chesapeake Bay, off Virginia. *On left*—The stern of the ship rises and lifts the aircraft out of the sea. Normal beaching gear floated from the L.S.D. balances the flying-boat while seamen make it fast.

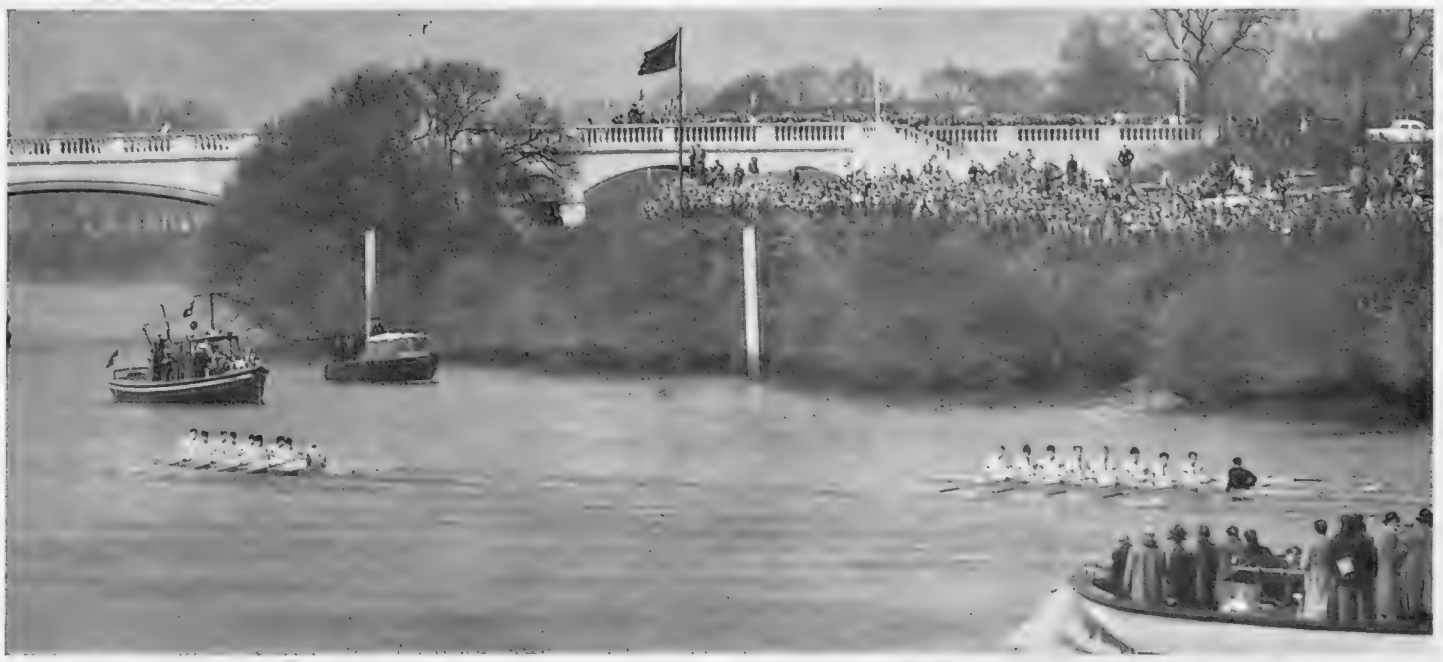
"DRY DOCK" AT SEA

The United States Navy recently gave a unique and convincing demonstration of the mobility of water-based aircraft. After alighting 1½ miles out in Chesapeake Bay, off the Virginian coast, a Martin P5M Marlin anti-submarine flying-boat of Patrol Squadron VP-56 taxied towards the stern of the U.S.S. *Ashland*, an L.S.D. (Landing Ship Dock), and the demonstration proper began. The ship was ballasted down to a depth of 13 ft., leaving only 4 ft. of freeboard at the extreme stern. As the flying-boat approached the submerged stern ramp, the ship's crew passed guide lines to its crew and floated out a beaching gear for the aircraft. When this was attached, the 28-ton Marlin was hauled aboard the L.S.D., the whole operation taking some 26 minutes. The experiment, intended to show how flying-boats can be overhauled and repaired at sea while their crews relax aboard the maintenance ship, was part of the U.S. Navy's programme to develop mobile striking forces of water-based aircraft and small surface vessels, which would be independent of vulnerable land bases in wartime. Aircraft already under development as the nucleus of such forces include the 600 m.p.h. Martin Sea Master, a jet-powered flying-boat, which can be used as a nuclear bomber, minelayer or photographic reconnaissance aircraft.

CAMBRIDGE ON THE WAY TO VICTORY: With Cambridge in a commanding position the two boats come into a curve during the final moments of the 103rd University Boat Race. Cambridge's victory by two lengths, in a time of 19 mins. 1 sec., was all the more magnificent since it confounded the forecasts of every critic and was achieved in the face of a crew which was generally considered one of the best that Oxford has produced for many a year. The winners were helped by several errors on the part of their opponents. Much surprise was shown along the course when it became known that although Oxford had won the toss they had chosen the Middlesex station, presumably confident that they could outstrip Cambridge on the first bend and then take their water. As it happened they were mistaken, for Cambridge held them off and the race was won and lost on the next bend, at Hammersmith, where possession of the Surrey station came heavily in Cambridge's favour. One of the features of the race was Oxford's inability to challenge Cambridge at the crucial bends. Failure to spurt before Hammersmith was possibly due to over-confidence, but when it became essential for Oxford to challenge at Chiswick Steps they were unable to do so.

The Light Blues Win Again

Cambridge Win the Boat Race Against the Odds



AFTER SHOOTING HAMMERSMITH BRIDGE: Cambridge, on the left, come up fast after shooting Hammersmith Bridge in 7 mins. 16 secs., to lead into the Hammersmith Bend, which is the longest curve on the course. At this point Cambridge were striking 32 to Oxford's 30 and here the favourites' position first began to look distinctly dangerous.

On right—

CAMBRIDGE PASS THE WINNING POST TWO LENGTHS AHEAD: The victorious Cambridge boat finishes at Mortlake in 19 mins. 1 sec. The time was slower than that in which Oxford had covered the course during practice. This was Cambridge's fifty-seventh victory since the traditional race was started.

THAT CRISIS SHILLING

The Motorist and the Price of Petrol; the Future of Economy Runabouts; the Motor-Racing Season is at Hand; and Other News of the Motoring World

By "THE SPHERE" MOTORING CORRESPONDENT

IF the Chancellor hasn't taken that shilling off the petrol tax by the time you read this, he cannot, surely, avoid doing so when he presents his Budget next Tuesday. I know the Government have promised no more than to get rid of that extra shilling "within a month of the end of petrol rationing," and I know that petrol rationing has not yet ended. But how can they justify a continuance of the tax when the main object for its imposition has been achieved? That object was to safeguard the Government's considerable petrol tax revenue.

It was stated in Parliament on March 21 that the extra shilling had already yielded £25,000,000; that in January the inflated petrol tax brought in £3,000,000 more than in the corresponding month last year. The British Road Federation, in urging an immediate reduction of 8d., gave the estimate that when the basic ration goes up by half on April 17, the consumption of petrol will be more than 90 per cent. of normal.

All things considered, I think the Government should knock off that "crisis shilling" at once. It is not only the motorist who suffers from its vicious operation. It increases the cost of living all round. And even when the shilling goes the Chancellor will still collect half a crown on every gallon.

When the tax is back at that figure and motorists are getting 50 per cent. more petrol on their basic coupons plus more generous supplementary allowances, the great talking-point among motorists for nearly six months—petrol economy with a capital E—will lose a little of its present urgency. The need to squeeze a few more miles out of every coupon will not be quite such a vital feature of day-to-day living. And as the total abolition of rationing comes nearer, it is interesting to speculate on the future popularity of the economy runabouts that have been selling so well during rationing: the German bubble-cars, the British three-wheelers (among which the Bond Minicar has done exceptionally well) and those interesting four-wheel miniatures—the well-established German Goggomobil and the promising new British Frisky.

I personally think interest in these cars will decline but that they will retain an established place in the British transport picture. People who were sceptical about these little beetle cars were forced to use them, and many have been so impressed by their economy, performance, comfort and reliability that they will continue using them, often as the family's second car. And their continued use of these fascinating little runabouts will set an example which others will undoubtedly follow.

Mind you, there is still a great deal of prejudice against these little fellows in a country which is notorious for its conservatism in motoring tastes. It is most pointedly demonstrated in the steady refusal of the Big Five to have any truck with them. I think they might revise their attitude overnight if a European Common Market suddenly arrived. They would want to cash-in on the undoubted interest shown in these baby cars in many foreign countries.

THE LARGEST SINGLE SHIPMENT OF CARS EVER SENT FROM BRITAIN: Some of the 1,400 Austins are seen before being loaded on board the S.S. *Silver Point*, at Avonmouth, for shipment to Vancouver and Los Angeles to meet record orders on the Canadian and American markets. Worth nearly 3,000,000 dollars, the shipment comprises Austin A 55, A 95 and A 105 saloons, Austin Healey "100" sports cars and Metropolitan 1,500-c.c. saloons and convertibles. The Metropolitans, seen in the foreground, have been built by Austin for the American Motors Corporation. Many of the cars have been packed in specially designed open-sided crates. *Silver Point*, sailing on her maiden voyage, was chartered for the Austin Motor Company in order to overcome the shortage of shipping to American and Canadian Pacific Coast markets.

Most of those who see no future in Britain for cars like the attractive-looking Frisky argue like this: who in his right mind would buy a Frisky or a two-seater bubble-car for £400 when he can get a good second-hand four-seater Austin A 30, Morris Minor or Standard Eight for around that figure? And what about the Ford Popular? It may be old-fashioned in some of its design features, but it costs only £443 17s. new. And you can buy low-mileage second-hand Populars for around £350. Tax? It's the same for the Isetta and Frisky—£12 10s. a year—as for the small Austins, Morrises and Fords. (The same as for a Rolls-Royce, for that matter.) Insurance? Only a very small saving here. Petrol consumption? Sixty or 70 miles per gallon against 40 to 50, but with a much lower performance.

These are weighty arguments and I am inclined to agree that while there is likely to be a good market in Britain for the midgets from now on, the demand will never be overwhelming until their price comes right down. That seems unlikely to happen unless, and until, one of the Big Five builds midgets in a big way. For until the Common Market becomes an accomplished fact, the price in Britain of the Continental midgets will always be inflated by duty, even when they are assembled here.

Let's turn now from the midgets to the giants: from the mechanical puddle-jumpers to the powerful, 180-m.p.h. Grand Prix monsters. The motor-racing season is at hand. Soon the racing circuits of Britain and the Continent will echo to the roar of the highly-tuned Vanwalls, Connaughts, B.R.M.s, Aston Martins and Jaguars of Britain; the Ferraris, Maseratis and Oscas of Italy; and their rivals from France, Germany and the United States.

A racing season once seriously threatened by petrol rationing gives promise of being one of the most exciting since the war. It also holds promise that British Grand Prix cars may acquit themselves better than ever before. Our prospects in the sphere of the sports car are not so good following the withdrawal of the Jaguar factory team. There will be many Jaguars racing, of course. But they will be private entries, including the Jaguars of Ecurie Ecosse, that fine Scottish racing stable run by David Murray. And don't forget that it was a David Murray Jaguar which won the twenty-four-hour race at Le Mans last year after the Jaguar works team had been hit for six by the worst chapter of accidents that has ever befallen a sports-car team. Mr. David Brown's Aston Martin team can be relied upon to perform nobly against more powerful cars; and in the races for the smaller cars much is expected from Cooper, Lotus and Lister.

It is with a big sports-car race that the British season gets under way to-day at Oulton Park, Cheshire. On this interesting circuit cars of many different makes will be battling for the British Empire Trophy, won last year by Stirling Moss in a Cooper. Then to-morrow we have the Syracuse Grand Prix in Sicily. This does not count in the world championship but it should be an exciting curtain-raiser for the Continental programme and one giving some useful pointers to the way the season is likely to go.

Britain will be strongly represented by two Vanwalls (driven by Stirling Moss and Tony Brooks) and three Connaughts (Les Leston, Jack Fairman and Ivor Bueb). Ranged against them will be a Maserati team led by world champion Juan Fangio and a team of Ferraris which will have among its drivers two of Britain's best pilots: Peter Collins and Mike Hawthorn. Unhappily, they have lost their best Italian driver, Eugenio Castellotti, who was killed in practice at Modena recently.

To finish, a quick round-up of some of the things that have been going on in the motoring world. . . . Driving tests will be resumed on a limited scale in the middle of this month. . . .

The Cooper motor-racing nursery got off to a good start at Brands Hatch and there is news of a similar drivers' "college" being operated at Mallory Park, near Leicester. . . .

Mr. Harold Watkinson, Minister of Transport, has said that the staggering of hours can make the biggest single contribution to the problem of London transport congestion. . . .

The Queen's Rolls-Royce, I learn, is being flown over to Le Touquet for Her Majesty's use when she pays her official visit to France. It will be the first time a Royal car has travelled by air and it will be the biggest and heaviest car ever carried across the Channel by Silver City Airways. . . .

Mr. Raymond Way, well-known London car dealer, has had so many calls from film companies, television contractors, and others for the loan of various types of car that he has set up a Film and Television Hire Division under the control of Mr. David Warrell.

Among the more unusual kinds of car for which he has already had a big demand are a left-hand-drive Rolls-Royce limousine fitted with television and a recording machine; an armour-plated car—a Mercedes-Benz—formerly owned by Goering; a huge white Cadillac Eldorado; an ex-police Wolseley and a London taxicab . . .

THE CONTINUATION OF A PRE-WAR ROAD IMPROVEMENT SCHEME IN NORTH LONDON: Work is now in progress on the improvement of the A.10 thoroughfare—the London to Cambridge Road—at Edmonton, where a two-mile stretch of single-lane roadway is being made into a dual-carriageway. This is the continuation of an improvement scheme started before the war and includes the widening of the bridge (seen on the right) over the railway at Bush Hill Park. The work in hand is on the stretch between Bury Street and Carter Hatch and is costing about £200,000.

CORRECTION

In our issue of March 23 it was stated that the 3·4 Jaguar saloon can be obtained with Borg-Warner overdrive. This was an error: it should have been made clear that the automatic transmission is by Borg-Warner, but the overdrive on all Jaguar models is Laycock de Normanville.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

Disorders in Paris

Clashes in the Champs Elysées during Demonstrations about North Africa

POLICE DISPERSE THE CROWD Steel-helmeted officers move to disperse demonstrators in the Champs Elysées, in Paris. Chairs were thrown and tables overturned in the disorder which followed demonstrations on behalf of French officers kidnapped by Moroccan tribesmen. Five people were injured and others arrested.

On right—

A STREET BRAWL IN CENTRAL PARIS: Civilians and police are packed in the Champs Elysées. Besides shouting for military action in North Africa, especially to save the captured officers, the demonstrators distributed leaflets, some of which were against Britain.

A CAR IN FLAMES BY THE ARC DE TRIOMPHE: The driver had tried to pass through a procession of ex-servicemen demonstrating about policy and conditions in North Africa and the fate of certain French officers captured by rebels there. The vehicle was set on fire and later overturned. The most serious incident was when a hand-grenade was thrown into the crowd and a woman was injured. The man who threw it was pursued and caught and because of the rough handling he received taken to hospital with bruises and cuts. According to the police he stated that he wanted to call attention to the grievances of servicemen demobilised from Algeria. After leaving the Arc de Triomphe the demonstrators marched down the Champs Elysées shouting "Algeria is French" and there were many clashes with the police.

Towards a United Europe

The Signature in Rome of the Common Market and Euratom Treaties

On left—

SIX NATIONS SIGN TWO VITAL TREATIES: The Agreements establishing the European Common Market and the atomic energy pool are initialled in the Palazzo dei Conservatori, in Rome. Sitting at the extreme left is M. Spaak (Belgium). Third from the left is M. Pineau (France). Centre are Dr. Adenauer and Herr Hallstein (West Germany) and extreme right is Signor Segni (Italy). The other two signatories were the Netherlands and Luxemburg. The treaties have still to be ratified by the Parliaments of the six countries. The major of the two documents envisages the setting up of a Common Market and the abolition by stages of all tariffs, quotas and other trade barriers between the countries concerned. The atomic pool (known as Euratom) will be fitted into this framework as will the already existing Coal and Steel Community. Various committees will advise on the alignment of policies and a court of justice will decide issues arising out of the treaties. Algeria and the French, Dutch, Belgian and Italian colonies are to enjoy some of the advantages of the common project. At the signing of the treaties, M. Pineau, the French Foreign Minister, emphasised the need for British participation in the development of the new economic experiment. He declared his opinion: "Without Britain the Europe we are constructing will be incomplete."

The World of Books: By VERNON FANE

VERSATILE AUSTRALIAN

The Many-sided Life of Dame Mabel Brookes; Ben Travers and the English Theatre; Archæology in the Middle East; New Novels by Daphne du Maurier and Others

DAME MABEL BROOKES has touched the political life, in both a social and a practical sense, many times in the course of her full and distinguished career. It is almost an understatement to say that she is one of the most versatile women in Australia: she appears to be that wherever she goes. CROWDED GALLERIES (Heinemann. 30s.) is typical of her exuberance of thought and plan. It is not only Dame Mabel's autobiography but in many ways the biography of her husband, Sir Norman Brookes, as well. Since he was once called by Tilden "the greatest ever," it is no surprise to find scores of good tennis anecdotes and several interpolations by the ex-world champion himself. Soldiers, statesmen, kings and queens, surgeons, historians, actors and always the greatest tennis players, figure in these reminiscences. On reflection, they do more than figure. They would elbow each other off the pages like a Cup-tie crowd, if it weren't that one of the author's talents is for organisation.

VALE OF LAUGHTER (Bles. 18s.) is another autobiography, but of a completely different kind. Its author writes of the theatre in England, and about theatre people on both sides of the footlights. Mr. Ben Travers has written some of the best farces in our stage history and many of us remember the famous Aldwych team of Ralph Lynn, Tom Walls, Robertson Hare, Mary Brough, and all. His own story of his life reflects the humour we expect and a very warm sense of humanity behind it.

The next three books are concerned with different types of adventure. First among them is Mr. Thomas Helm's account of a journey made with a friend in a 47-ft. schooner from Florida round and about the Caribbean with a call or two in Central America; nearly 5,000 miles in eight months and plenty of excitement on the way. In THE SEA LARK (Harrap. 18s.) Mr. Helm writes chattily about jungles and jaguars, sea and sharks and persuades at least one reader that there is a lot to be said for Bognor.

FLYING TO 3000 B.C. (Hodder and Stoughton. 16s.) is by a man who is both art critic and military correspondent, a highly distinguished blend. He has now written and illustrated this book on archæological finds in the Middle East. M. Pierre Jeannerat flew out to Egypt, Jordan and Iraq not so long ago to examine and report on the latest finds, such as the sun boats of Cheops, in Egypt, which are even yet not fully exposed. One of the results of his scholarly jaunt is this volume, immensely readable to amateurs and enlivened with the kind of gossip that even archæologists have time for.

PHARAOH'S FOOL (Heinemann. 30s.) is the story, as told with considerable charm by Mr. M. Willson Disher, of one Giovanni Belzoni. He was an extraordinary figure of the early nineteenth century who began his career as a strong man and ended it as a well-known Egyptologist. He could not only expound on new discoveries of vast monuments but arrange for them to be safely transported to safety which, in many cases, meant to England. An amazing but diverting chapter of Regency history.

There is a wonderful spring flood of novels beginning with Miss Daphne du Maurier's THE SCAPEGOAT (Gollancz. 15s.). This, I should say, is destined to be one of Miss du Maurier's best-sellers. It has in common with those of her other books that have passed the literary high-water mark, an odd sense of doom about its plot and mood. The present book is set in a French chateau and the story is about an English don who is the accepted double of a French landowner.

ROOM AT THE TOP (Eyre and Spottiswoode. 15s.) is more than a first novel. It is the introduction of a significant new novelist who may have many faults but not ineptitude. Mr. John Braine writes about a North Country town to which his young, brash and desperately ambitious hero comes from another North Country town of greater grimness and drabness. His ambition is for money and position, but first of all it is for a physically, even topographically better life than he has known. He is lusty and ruthless and he achieves women as well as jobs. Mr. Braine is not a coming writer. He has arrived with this one book.

The compassion that is only implicit in the last novel is the mainspring of Miss Elizabeth Coxhead's story of welfare work, in one of its true senses. THE FRIEND IN NEED (Collins. 13s. 6d.) shows a young woman of gentle birth living with her old father in a pleasant backwater of a bleak London district, and devoting her life to social work, principally among "deprived" children, a career which she labels as that of a sort of paid interferer. This is as far from the banal, stuffy exposition of "do-gooding" that could be imagined. On the contrary, it stands on its own merits as a simple and effective novel. If there is a message, it comes in the form of a friendly nudge rather than an exhortation.

THE CAPTIVE READER (Hodder and Stoughton. 15s.) is by Anne Miller Downes and is, in its separate and American way, another novel in which a charitable heart takes precedence of interest as well as of sympathy over the tougher manifestations of a cast of characters.

Mr. Keith Waterhouse has written his first novel about a few weeks in the life of a boy who lives with his aunt on a corporation estate somewhere in the North Country. He is neither a hypersensitive freak nor a monster of brutality and sees everything round him with fresh, discovering eyes. THERE IS A HAPPY LAND (Michael Joseph. 12s. 6d.) might provide a jolt for the child-lover or the child-avoider. In either case it is worth reading.

A RARE BIRD IN SOUTH SPAIN: A hoopoe takes a young lizard to its nestlings in a disused beehive in the Coto Doñana. This picture, published in "The Sphere" last year, is one of the 125 fine examples of the photography of Eric Hosking which starts next Wednesday, April 10, at Kodak House, Kingsway, London, and remains open until April 27 (except during Easter).

SWITCHBOARD (Faber. 15s.) is by Mr. Roger Longrigg. It is the story of a perfectly good and sensitive young man, his love and their immediate circle. Each character is likely on examination to be a good deal more intelligent and perceptive than the wash of brightly coloured, jerky talk that conceals them all.

THE WIDOW (Longmans. 16s.) has a flavour of bitterness missed by a hair's-breadth and despair cancelled at the last moment by tolerance that doesn't necessarily make for a happy effect, though it does finally add up to a rather impressive novel. Mr. Francis King has written about an apparently unremarkable woman who faces the successive challenges of war, death, mutilation, economic hardships, indifference and age. It should be, one might think, more than any one woman should be asked to face, but Mr. King brings his heroine through, scarred but gently indomitable.

Mr. Frank Swinnerton has had for the past fifty years an exceptional literary career, only one part of which has consisted of novel-writing. THE WOMAN FROM SICILY (Hutchinson. 15s.) is the latest and one of the freshest of his novels. It is set in Suffolk towards the beginning of the century and alive with good characterisation.

SHADOW OF THE MOON (Longmans. 18s.) is a magnificent double-decker of a story about the Indian Mutiny, the light-hearted and occasionally frivolous temper of the years before and the beastliness and horror of the tragedy itself. Miss M. M. Kaye has based her book partly on Mutiny Trial papers and from their rather frail pages has reconstructed the most robust of novels.

Mr. Louis de Wohl's new novel is about Don John of Austria and his amazing exploits in the sixteenth century. THE LAST CRUSADER (Gollancz. 16s.) moves fast and smoothly, its historical detail is authentic.

M. Jean Cabries has taken his theme ambitiously, but on the whole felicitously, from Genesis. JACOB (Collins. 16s.), which has been translated from the French by Mr. Gerard Hopkins, is an impressive and sometimes poetic story.

The pick of this week's detective stories are Miss Valerie White's LOST PERSON (Heinemann. 13s. 6d.), which has both ingenuity and considerable sophistication, and THE MEN IN HER DEATH (Gollancz. 11s. 6d.), by Mr. Stephen Ransome, which is set in Florida and concerned with murder in the higher income brackets.

J. C. Trewin, drama critic and historian of the theatre, chooses to walk in the by-ways of the theatre almost as often as he does upon the main road. The result of this happy habit is that his latest book possesses charm, individuality and much that is unexpected. He calls it THE NIGHT HAS BEEN UNRULY (Robert Hale. 21s.). Among the unruly evenings he discourses upon are those associated with some of the major "flops" of theatrical history. He begins with the so-called Garrick Jubilee in the mud at Stratford in 1769. This was the first Shakespeare festival, when not a word by the poet was spoken, and one visitor, the waspish Samuel Foote, alleged that he was charged nine guineas for six hours' sleep and five shillings for asking a country bumpkin what the time was. Mr. Trewin goes on to deal with many other famous failures, not least the occasion, in this modern age, when Noël Coward's *Sirocco* produced a ten-minute storm of booing. *Young England*, on the other hand, created such a dire impression that the destined failure was changed by the ribaldry of the audience into a success overnight, and it ran for close on 300 performances. Mr. Trewin does not omit anecdotes about great occasions in the theatre, but it is the bad, sad occasions that arouse the most interest. This is not a balanced book about the theatre, but its unconventionality surely gives rise to the hope that Mr. Trewin will soon be dipping once again into his storehouse of memories and prosecuting his researches into the theatrical past.

J. H. Duveen, now an octogenarian living in the seclusion of the West Midlands, was born in Haarlem, Holland, in 1873. Like so many of the Duveens he has enjoyed a remarkable career in the art world, both from the point of view of the big business of art dealing and from the fascinating contacts it has been his good fortune to make.

THEATRICAL FLOPS

An Unusual Book of Stage History

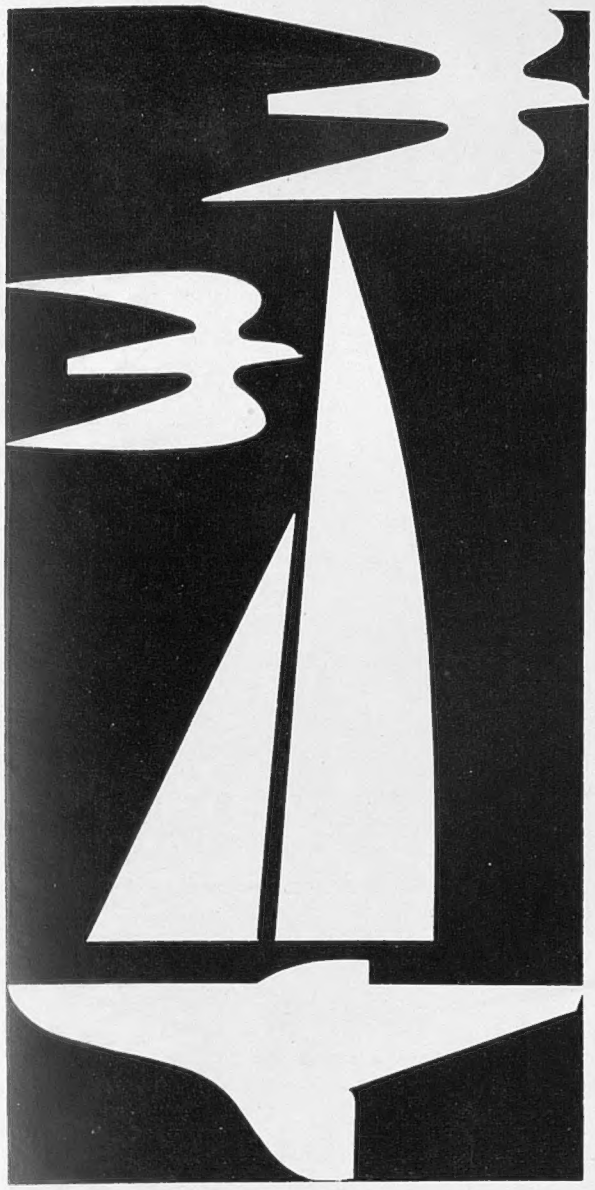
His book, THE RISE OF THE HOUSE OF DUVEEN (Longmans. 18s.), centres for the most part round the life of the great Sir Joseph Duveen, who, arriving in Hull as a young man knowing scarcely a word of English, rose to such eminence and affluence that he did not have to quail before the purchase of any art collection in the world, however valuable. In his later days Duveen knew only too well that any work he touched would rise in value if only for the reason that it had passed through his hands. The same was true also of his son Joseph Lord Duveen, of Millbank; in fact, the entire family had the golden touch. The author is never more content than when straying into the paths of European history. Especially fascinating is his account of the Mayerling mystery based on a series of contacts with leading members of the Austro-Hungarian Court. Mr. Duveen produces evidence to show that the Archduke Rudolf was deeply implicated with the extreme Hungarian nationalists and may have been planning to head a Hungarian officer corps attempt at a *coup d'état*. It is argued that the Archduke's suicide was inevitable once this hazardous project was revealed to the Emperor's secret police.

Archie Carr's THE WINDWARD ROAD (Robert Hale. 18s.) is a tale of personal adventure along thousands of miles of remote tropical beaches in the Caribbean. Mr. Carr, who is Professor of Biological Sciences at the University of Florida, was for five years a teacher of biology in Honduras. His travels have taken him to nearly every part of the Caribbean. The author is one of those gifted nature writers who are as interested in people as in plants and animals, and the result is that his book is a travelogue of rare interest.

J. S. R. Duncan, lately Deputy Adviser to the Governor-General of the Sudan, has written what he calls "a contemporary story of events which are the raw material of history still fermenting in the vat." THE SUDAN'S PATH TO INDEPENDENCE (William Blackwood. 18s.) details the various stages by which the former Condominium came to nationhood, and points out some of the opportunities and dangers confronting the new state.

Country lovers will delight in Colonel Rainsford-Hannay's DRY STONE WALLING (Faber and Faber. 21s.). This is a brief but intensive survey of a noble art which flourishes in the granite and limestone regions of our islands, and which many of us are only too ready to take for granted. Some excellent photographs illustrate the text.

Latest addition to the Macdonald Classics is Charles Dickens' OUR MUTUAL FRIEND (Macdonald. 12s. 6d.). J. B. Priestley writes the introduction, and the volume has the original illustrations by Marcus Stone. The standard of production is, as ever, first rate.



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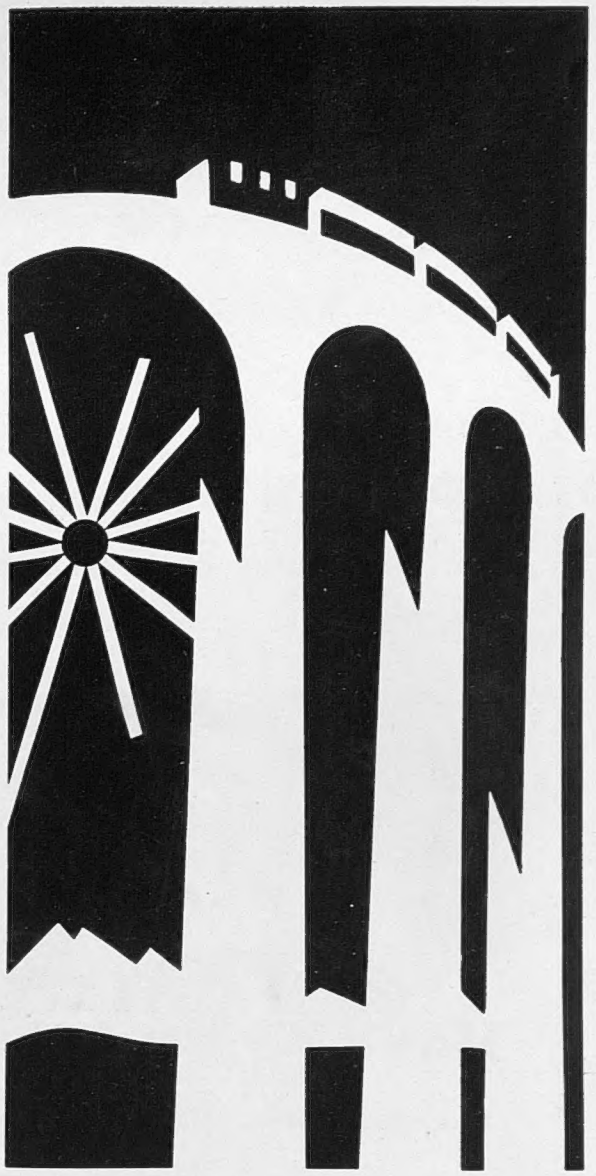

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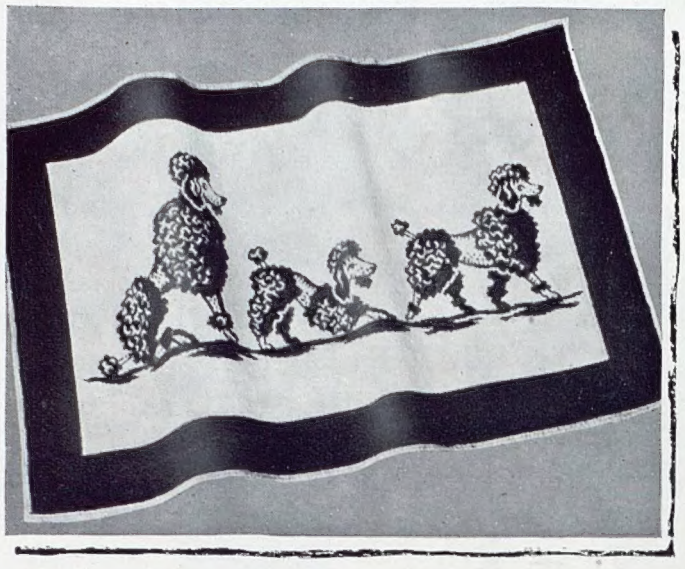

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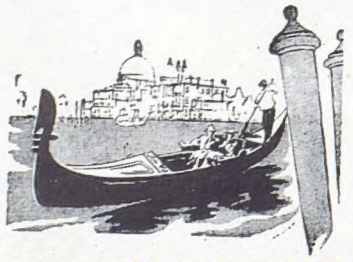

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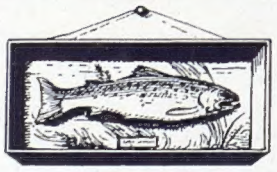

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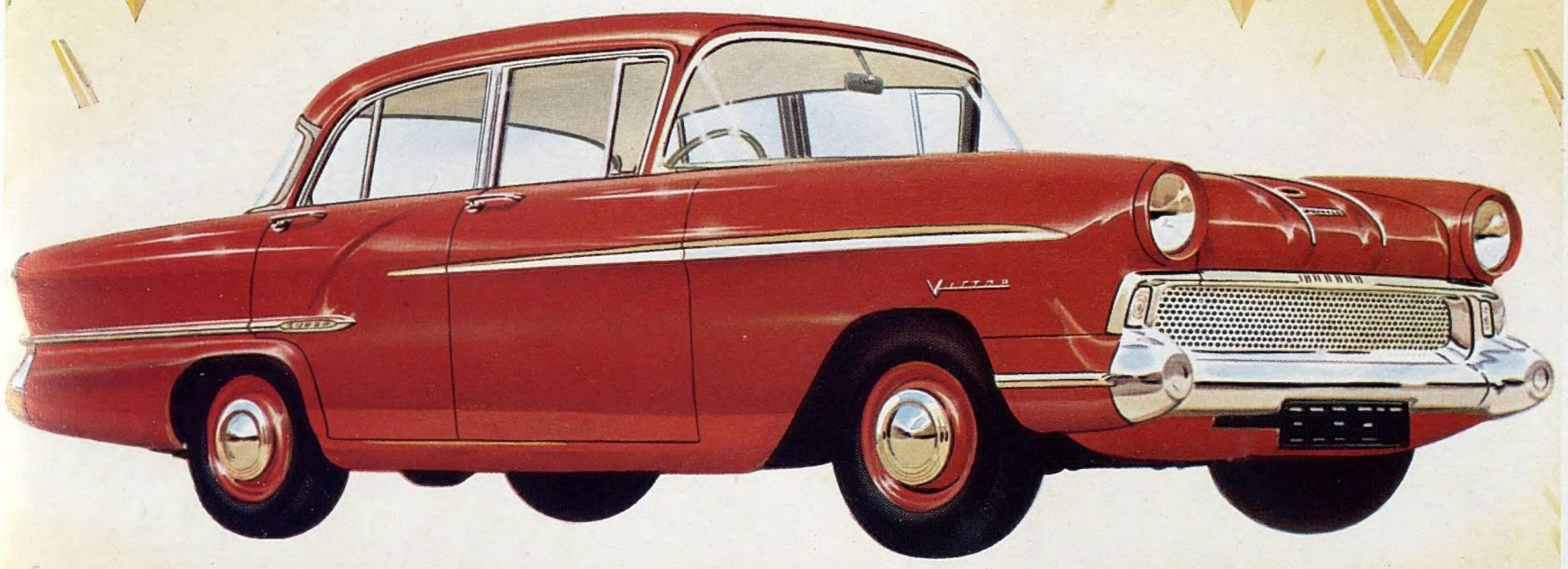

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